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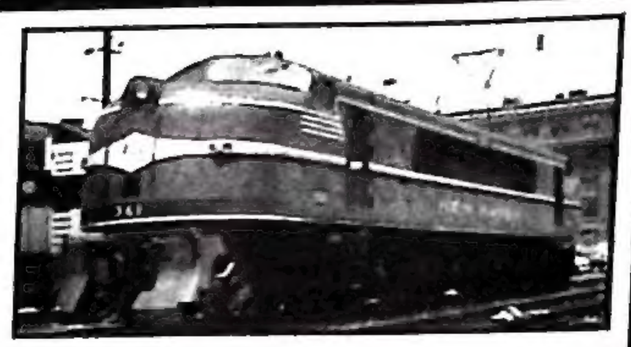

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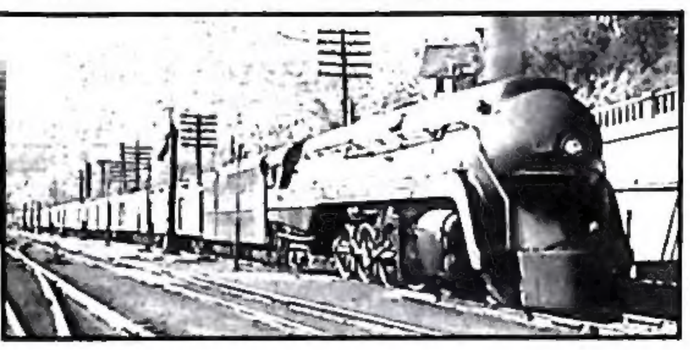

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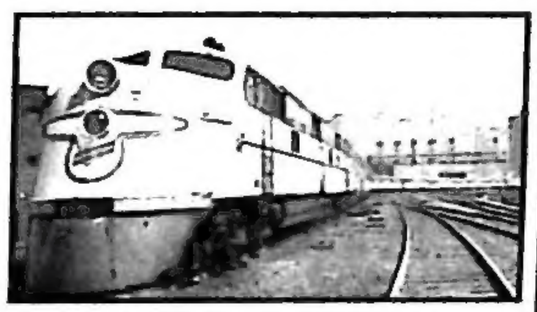

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ABOVE: During the busy summer season, Pennsy Sharknose diesels pull ore cars out of Cleveland's C&P ore dock yard in June 1960 (see page 22). Herbert H. Harwood Jr. photo.

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THE GOLDEN YEARS OF RAILROADING

SUMMER 2000 • VOLUME 1 NUMBER 2

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Green Southern Railway F units lift the *Carolina Special* up Saluda Grade. *By Robert S. McGonigal*

22 **Summer Frenzy on Lake Erie**
Warm weather brought boom times for the railroads that moved coal and ore to and from Lake Erie ports. *By Herbert H. Harwood Jr.*

30 **One Afternoon at 75th Street**
In 1946, a station platform on the South Side of Chicago was a great place to see passenger trains. *Photos by Willard A. Gardner*

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Seven authors and photographers recall some memorable fantrips from the end of the steam era.

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From big steam to narrow gauge, a great photographer from Denver caught it all. *By John Gruber*

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How a teen-ager spent a summer as an unofficial depot apprentice at Independence, Mo. *By Michael L. Gillespie*

78 **Got Another One**
A tale of a sly Norfolk & Western engineer and his 78-mph GP9's. *By Ed King, with a painting by Ted Rose*

80 **Classic Railroad Advertising: Selling the Standard Era**
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Tales by railroaders and railfans

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1945

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Tampa Union Station

ON THE COVER: Southern California railfans bid farewell to Southern Pacific steam as GS-4 No. 4436 performs a photo runby at Guasti, Calif., in 1956. Several railroads ran such end-of-steam fantrips (see page 34). Stan Kistler photo.

Steam on the cusp

TODAY, steam excursions are extraordinary events. Four decades after full dieselization, operable steam locomotives are few and far between, and the opportunities for them to hit the main line are even fewer. Fuel, water, and servicing facilities must be improvised. With the contraction of passenger service, boarding locations and rolling stock can be hard to come by. And, with the shining exceptions of Union Pacific, Susquehanna, and Ohio Central, the locomotives and cars belong to entities other than the carriers over whose tracks they may run. Steam excursions are freakish exceptions to day-to-day railroading.

It was not always this way. In the late 1950's, steam was not such a stranger, and the railroads, still very much in the passenger business, could handle special crowds with their own facilities and equipment. Indeed, many roads marked the passing of steam with fantrips powered by the doomed locomotives. But these trips, coming on the cusp of two motive-power eras, were hardly routine. Freight engines pulled passengers. High-speed Pacifics strolled back-country branch lines. A 4-4-0 led a tripleheader out of Toronto. And in many cases those present knew that This Was It—their last chance at steam on their local railroad.

To learn what these bittersweet farewells were like, we asked seven men who were there to tell us about them in words and photos. Their stories begin on page 34.

Robert S. McGonigal

Robert S. McGonigal

A 4-4-0 out of Toronto: hardly routine.

DON WOOD

Classic Trains

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Fast Mail

Quarterly, or bi-monthly?

I just received your first edition of CLASSIC TRAINS. This is a real winner! I especially enjoyed the article by John P. Hankey ["A Classic State of Mind," page 8]. I will recommend this reading to many of my friends. I hope you will begin publishing six times a year.

Tom Bigler
Urbana, Ill.

Just wanted to let you know I really enjoy your new magazine. It picks up nicely where *Vintage Rails* left off. I also appreciate the quarterly frequency. I read a number of other varied interest magazines and get behind when they come too often. Thanks again and keep up the good work.

Doug Janssen
Wichita, Kans.

Traction attraction

Thanks for your great magazine. I enjoyed the many vintage and nostalgic photographs, but please include more on traction subjects in your future issues. Also, continue to include exact dates whenever possible.

Frank Parco
Brick Town, N.J.

Kistler kudos

I really enjoyed the first issue of CLASSIC TRAINS. "Stan Kistler's L.A." [page 30] brought back memories, as I grew up six houses from Glendale Tower and became a railfan hangi- out at Glendale station. One nitpick: the Taylor Yard photo on pages 34-35 looks north, not south.

Alan Miller
San Diego, Calif.

I just wanted you to know how much I enjoyed the Spring 2000 issue, especially the article by Stan Kistler. I grew up the in the L.A. area (Highland Park) along the Santa Fe. His article brought back memories. I hope Stan will contribute more to your coming issues.

Alden A. Armstrong
Grand Junction, Colo.

Daisypicking on the RGS

CLASSIC TRAINS is great! I especially enjoyed the painting that accompanied Mallory Hope Ferrell's piece on the Rio

Grande Southern fantrips [page 60]. In *Photo Stop 1947*, artist Ronfor most accurately depicts an oblivious "daisypicker" inspecting the running gear of 4-6-0 No. 20. The large-format camera operators obviously can't get his attention, and the "why can't you do something?" demeanor of the 35mm shooter in the foreground is priceless.

Good luck in the future.

Ron Palmquist
Cape Elizabeth, Maine

Old home place

You would not have known, but the shot of the M-1 2-8-4 you chose for my L&N article [page 12] is just a short distance from the small clinic and hospital in Burnham, Ky., where I was born in January 1948. In the photo, Big Emma 1984 would blast by the building just 1 mile later en route to Lynch (which was 2 miles away). The community on the left in the photo is actually known as "Clutts."

Ron Flanary
Big Stone Gap, Va.

The talented Dr. Hastings

Congratulations on an excellent start to CLASSIC TRAINS! What a great lineup of authors for your first number. I was especially taken by Philip R. Hastings' photography in "Steam Stronghold" [page 82]. There is something extra dramatic about steam locomotives in action when the skies are overcast, at least when there is a talented person like Hastings behind the lens.

I. E. Quastler
Coronado, Calif.

FEC's depot that never was

Regarding Joe Welsh's "Streamliners to the Sunshine State" [page 18], ACL and SAL weren't the only roads to

FEC's Miami station never left the drawing board.

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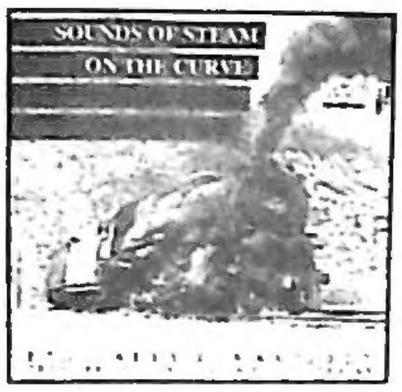

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construct new Florida stations in the late '50's and early '60's. Florida East Coast opened a million-dollar depot at North Miami in 1955, followed by new stations at Fort Lauderdale, Cocoa Beach, and St. Augustine. FEC had scheduled a groundbreaking ceremony for a new terminal in Miami, but the long strike that began on January 21, 1963, scuttled the plan.

Jonathan S. Nelson
Miami, Fla.

In a bind

I was a charter subscriber to *Vintage Rails* and just received the debut issue of CLASSIC TRAINS. I am well satisfied with CT, but I do have one complaint, and that concerns the use of perfect binding rather than saddle-stitching.

Saddle-stitched magazines lie open flat, are easier to photocopy from, and can be hardbound by sewing through the fold. You should consider adopting saddle-stitching, which the majority of the railfan press uses. The content of CT is superb nevertheless and you have gotten off on the right foot.

Jeffery L. T. Gluck
Cliffside Park, N.J.

Thanks for CLASSIC TRAINS, which completed my subscription to *Vintage Rails*. But I won't subscribe. Twenty-six photos across the gutter. Why perfect bound? You made the same mistake with TRAINS ILLUSTRATED.

So much effort. Why not do it right?

John Harrington
Inman, S.C.

Editor's note: Several readers have told us they prefer saddle-stitching to perfect binding. If you have an opinion on CT's binding, we'd like to hear it.—R.S.M.

Behind the scenes on Famous 15

I enjoyed Volume 1, Number 1, especially Jim Scribbins' Milwaukee remembrances [page 76].

My old friend Charlie Pollock was a machinist and later a management trainee on the Milwaukee during the war years. He related that, when one of E6 No. 15's prime movers needed attention, the work would take place during the 6-hour layover in Chicago. Mechanical forces came up with a plan

where they could lift an engine out of the locomotive, place a sheet of steel over the hole, and get the unit back on line to cover the return trip to Milwaukee. The engine would be placed on the shop floor, whatever work was necessary was undertaken, and when the engine was ready, it would be replaced in the locomotive. According to Charlie, they had some very close calls, getting everything back in place and running properly with little time to spare!

G. Wayne Laepple
Northumberland, Pa.

Lacking the personal touch?

I have just finished the first issue of CLASSIC TRAINS. It was very interesting, but I was looking for more personal accounts of railroad events and happenings. To me, for the most part, it read like a history text book. I enjoyed "The Way It Was," however.

Henry E. Becker
Sarasota, Fla.

A welcome spotlight for NKP

Thank you for the article on Nickel Plate 779 [page 50]. Leave it to John B. Corns to tell the whole story, with *all* the correct details and historical facts, in a way that converts a photo essay to a real-life setting, transporting us back in time. This really gave the NKP a shining spot in your new magazine. We wish you luck in future issues.

David B. Allen Jr.
William C. Quick
Nickel Plate Road Historical & Technical Society
New Haven, Ind.

Spring clean-up

The GM&O train out of Chicago at 8:25 a.m. [page 26] was the Ann Rutledge, *not the* Alton Limited. . . . *The point marked "Norwalk" on the map on page 35 is really Newhall. . . . The railroad that ran northeast from Silverton, Colo. [map, page 63], was the Silverton Northern; both it and the Silverton Railroad were gone by 1930.—R.S.M.*

CLASSIC TRAINS welcomes reader letters. Write to: Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com; fax: (262) 798-6468. Letters cannot be acknowledged.

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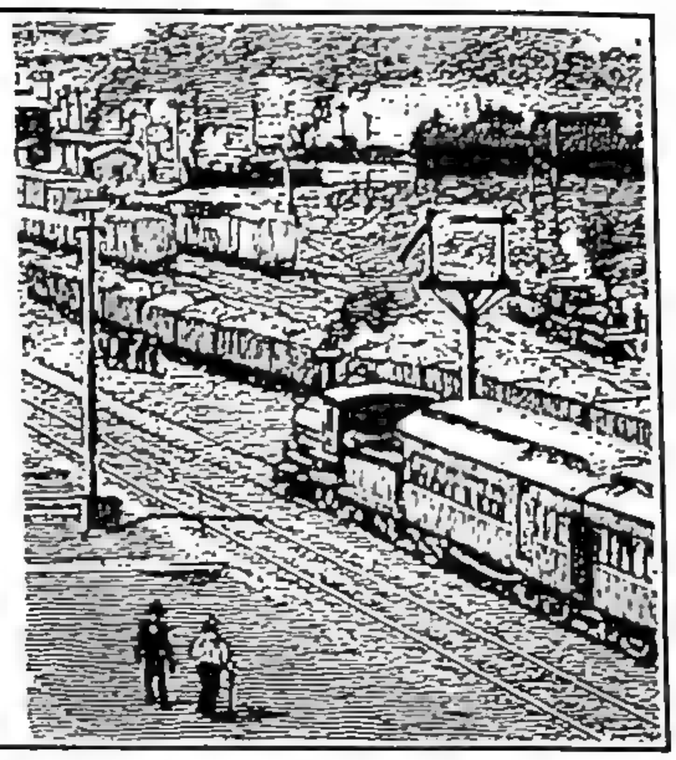
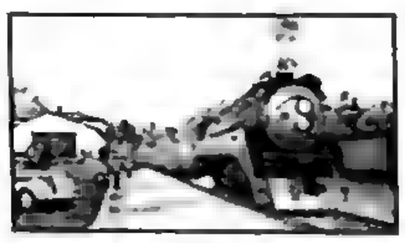


New Southern Pacific Books

Southern Pacific's Coast Line Pictorial
by Anthony W. Thompson and John R. Signor



This companion volume to John Signor's 1995 *SP Coast Line* presents a rich trove of photographs to expand and enhance the story of the San Francisco-Los Angeles line, centered around 85 photographs by Richard Steinheimer, many of them unpublished. The color photos further enlarge this treatment of one of Southern Pacific's most scenic and distinctive lines. Covering all parts of the route and emphasizing the 1940-1960 era, this book is a must for every SP fan.

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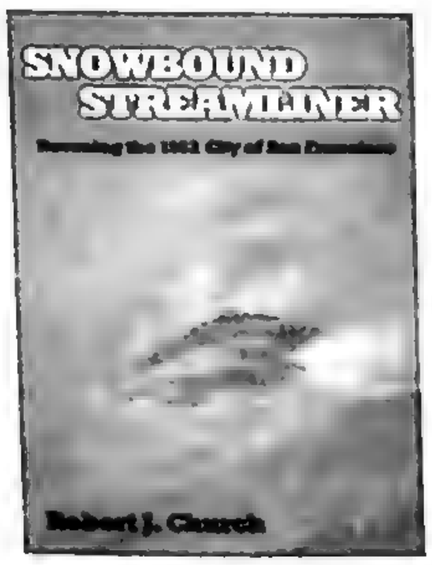
by Robert J. Church



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Take a ride on the Reading

EVEN THOUGH the Reading Company's railroad disappeared into Conrail 24 years ago, it is still possible to "take a ride on the Reading." This can be done when playing the board game Monopoly, or (more literally) by boarding a SEPTA commuter train in the Philadelphia area. Today, the Reading (pronounced "Redding," not "Reeding") would be termed a regional carrier, but in the classic era, it had a much larger presence on the railroad scene than its approximately 1300 route-miles would suggest.

The Philadelphia & Reading Railroad was chartered in 1833 and opened in 1842 from Philadelphia along the Schuylkill River through Reading to Pottsville, Pa., 93 miles. Its purpose was to haul anthracite coal to Philadelphia. Beginning in 1850, the railroad grew by leasing, purchasing, or merging with nearly 100 smaller railroads over the next century. Some of the more important were the Lebanon Valley, which gave the Reading access to Harrisburg, and the Philadelphia, Harrisburg & Pittsburgh, which extended its reach west to Shippensburg, Pa., and a connection with the Western Maryland. To the east it acquired the East Pennsylvania Railroad between Reading and Allentown. These later routes would form a part of the famous "Alphabet Route" from Chicago to New York and New England. Other carriers associated with this route were Nickel Plate, Wheeling & Lake Erie, Pittsburgh & West Virginia, Central of New Jersey, Lehigh & Hudson River, and New Haven.

In the late 1880's, the Reading acquired the North Pennsylvania and the Delaware & Bound Brook railroads, which provided access to Bethlehem, Pa., and to a Jersey Central connection at Bound Brook, N.J. The inclusion of several small lines in the coal regions gave the Reading access to Williamsport, Pa., and an important connection with the New York Central. Eventually the Reading reached New York Harbor at Port Reading, N.J. As a result of these acquisitions, the Reading would become a strategic "bridge line," forwarding overhead traffic. (In a high-profile example of this role, RDG was middleman on the Jersey City-Washington Royal Blue Route.) At Philadelphia, ferries crossed the Delaware River, allowing the road to reach southern New Jersey seashore resorts via the Atlantic City Railroad. One other important link was the Wil-

At Jenkintown, Pa., passengers wait to board an Iron Horse Ramble. This November 14, 1959, trip was the third in the popular 5-year steam series.

DON WOOD

By Dale W. Woodland

mington & Northern, which gave the road access to Wilmington, Del. In 1923, the P&R merged the companies it acquired into the Reading Company and divested itself of the Philadelphia & Reading Coal & Iron Company following a government antitrust suit. In 1933, the Reading and the Pennsylvania Railroad consolidated their South Jersey operations into the Pennsylvania-Reading Seashore Lines (PRSL).

S. Botsko

A 2-8-0 of "America's Largest Anthracite Carrier" switches hopper cars at a St. Claire (Pa.) mine.

After World War II, the Reading was affected by several factors which would lead to its demise. The biggest was the decline of anthracite traffic, which went from 16 million tons in 1945 to just under 2 million in 1975. The completion of the St. Lawrence Seaway in 1957 diverted grain traffic bound for Atlantic Coast ports. The expansion of the Interstate highway system, the Penn Central merger of 1968, the demise of interchange partner CNJ in 1971, and the sale of Reading's stock by parent Chessie System led to bankruptcy in 1971. The biggest blow was the PC merger, because it removed much of the bridge traffic with NYC and New Haven, traffic the Reading desperately needed to make up for the loss of coal business.

On April 1, 1976, most of the Reading's railroad assets were transferred to Conrail. With Amtrak charging high freight user fees on its former PC lines, Conrail shifted much of its New Jersey and southeastern Pennsylvania freight traffic to former Reading lines. SEPTA continued to operate the former Reading commuter routes, which Reading electrified in 1931. During the Conrail era, some 22 short lines operated portions of former RDG branches, but

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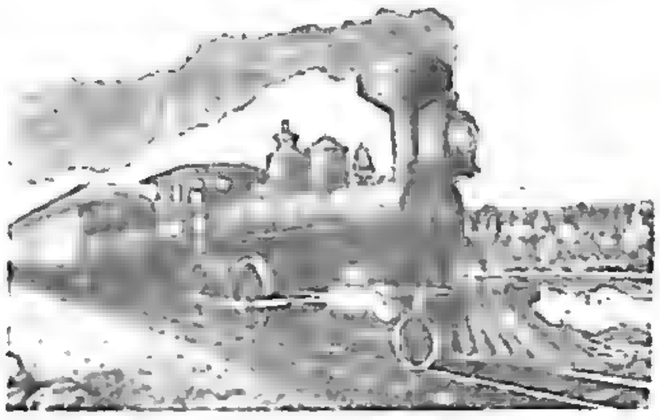

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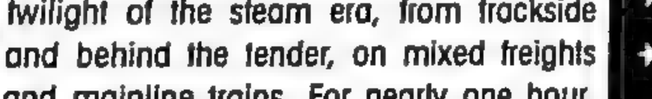

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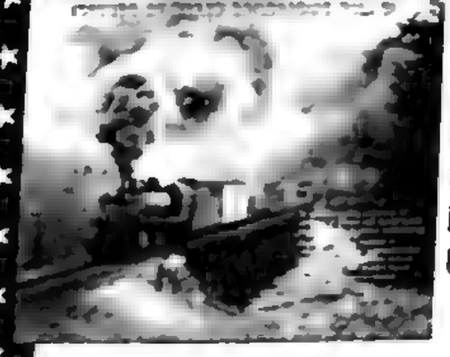

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JOHN BRIGGS

Shiny new FP7's stand at Reading Terminal with the *Crusader;* at right, an electric M.U. looks on.

major yard and terminal facilities such as Port Richmond, Rutherford Yard near Harrisburg, and the Reading (Pa.) shops were downgraded. The famous Reading Terminal in Philadelphia survived inside the Pennsylvania Convention Center along with the venerable farmers market at street level.

The Reading was notable for many things. It was the first to use the "Stop, Look & Listen" crossbucks at road crossings. Since it served a large Pennsylvania Dutch (German) population, its passenger-train conductors were famous for being bi-lingual. In the middle of the 20th century, RDG boasted that its Port Richmond on the Delaware River in Philadelphia was the largest privately owned tidewater port on the East Coast. The stainless-steel *Crusader* of 1937, the first streamlined passenger train in the East, featured an observation car at each end to preclude turning at its terminals of Philadelphia and Jersey City. After the steam era, the "Iron Horse Ramble" excursions, pulled by T-1 4-8-4's built in the road's own shops in 1945-48, made the Reading well known all over the U.S. In the mid-1960's, RDG introduced its innovative "Bee Line Service." A shipper could order a train of up to 20 cars to operate from point to point with one crew. This fast service, blurbed on some of the Reading's yellow-and-green high-horsepower diesels, was designed to compete with trucks for short-haul traffic.

Reading's locomotives were unique in both the steam and diesel eras. The Camelback and conventional end-cab steam locomotives had wide Wootten fireboxes, above-center headlights, and

arched cab windows, giving them a distinctive look. In 1948, the Reading built the last Pacifics in the U.S. In the diesel era, Reading's roster boasted a great variety with box-cabs, road-switchers, and cab units, represented by all five major builders. Reading had the first GP30's and the only SD45's with built-out windshields for dual controls. What really set most of Reading diesels apart was the inverted V-shaped drip strip above the cab windows, a feature not found on any other U.S. railroad except stepchild PRSL.

My association with the Reading began in 1945, when I was age 3 and my grandfather would take me on rides behind Pacifics from Norristown into Philadelphia. I still recall the seemingly gigantic size of the locomotive as it rolled into the DeKalb Street Station. The ride ended at the huge Reading Terminal trainshed, with its unique sights, sounds, and smells. Later, my parents would drive me to the roundhouse at Bridgeport and the classification yard at nearby Abrams. Friendly crews at Abrams provided rides in dark-green Alco RS3's switching the flat yard. A ride from Gordon to Locust Summit, Pa., in the cab of newly delivered FM Train Master 803, as it

ROBERT S. MCGONIGAL

C630 5308 and GP30 5513, preserved by the RCT&HS, pose at Reading Shops in June 1987.

pushed a coal train upgrade, cemented my fascination with Reading diesels.

A mid-1960's move to Lansdale, Pa., exposed me to the Reading's Bethlehem Branch. Our apartment was just 50 feet from the tracks, providing an up-close view. I saw brand-new six-axle power from Alco, GE, and EMD on the heavy iron-ore trains between Port Richmond and the steel mills at Beth-

RAYMOND LOEWY

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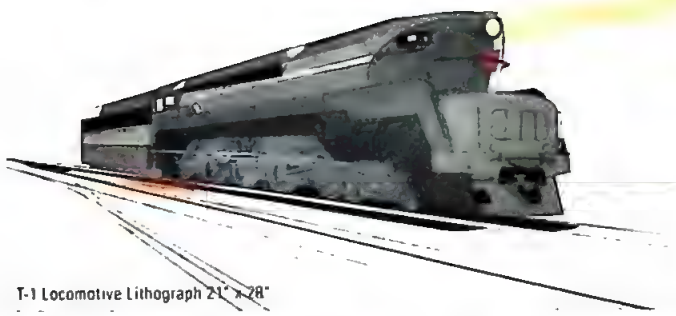

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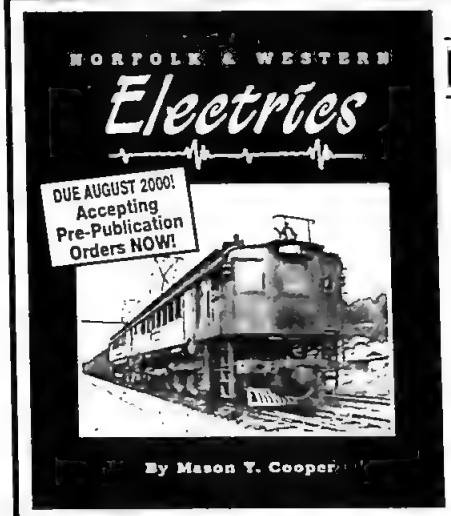

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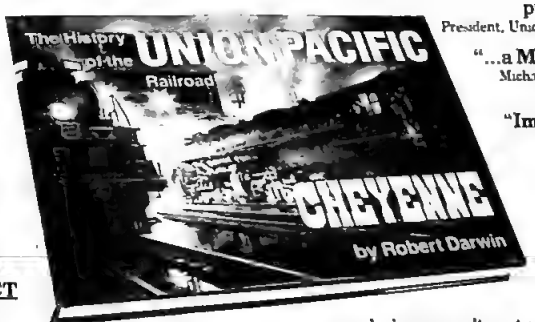

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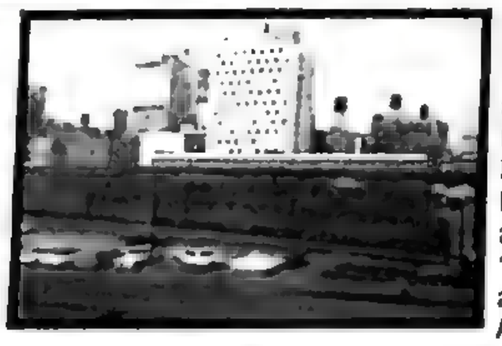
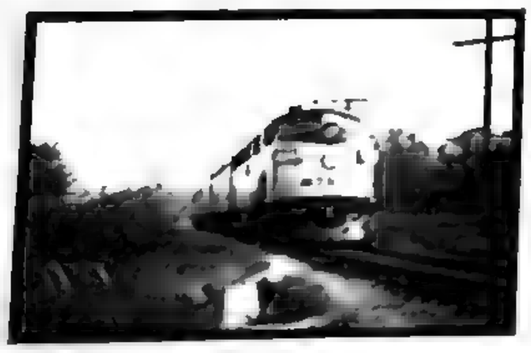


DEPARTURE AT DEARBORN The Chicago and Eastern Illinois was a spry little railroad that ran to southern connections at Evansville, Indiana and to the southwest near St. Louis. In conjunction with the Louisville and Nashville Railroad, it operated through passenger service to the South – both Atlanta and New Orleans. On a hot summer afternoon in 1963, three C&EI passenger units are at Dearborn Street Station, Chicago, on the head end of the combined "Hummingbird – Georgian" passenger train for a 3:45 pm departure which split at Evansville on the L&N – on a section operating on an 8:55 am arrival at Atlanta (The Georgian), and the other, on a 3:40 pm arrival in New Orleans (The Hummingbird). Leaving Chicago, the train carried through sleeping cars and coaches to both cities as well as lounge and dining car service. The "old" Standard Oil Building is in the background of this photo taken from Roosevelt Road. (B&W)

STREAMLINER SOLSTICE Union Pacific operated elegant high quality passenger service between Chicago and western cities in what was appropriately named their "Western Cities" fleet – with trains such as the City of Denver, City of Los Angeles, City of Portland and City of San Francisco leading the fleet of daily service. The flagship of them all was the "City of Los Angeles", with dome dining, lounge and coach service, elegant sleeping cars with a special "Redwood" lounge for sleeping car passengers and elegant clean passenger equipment. On a cold winter day in 1962, train #104, the eastbound City of LA, is about 4 hours away from its noon Chicago arrival as its five locomotives bring its 21 cars into Marion, Iowa for a 4-minute station stop. The trains operated in later years over the Milwaukee Road between Omaha and Chicago and ran the 488 miles in 7 hours, 50 minutes, with five scheduled station stops of four (4) minutes each. The Milwaukee across Iowa is now almost all torn up and relegated to farmlands or highways, and, the "CITIES" fleet – like most other private passenger operations, ended in 1971 with the advent of Amtrak – but UP, in keeping alive its heritage, maintains a fleet of passenger cars from this era for lucky guests who may be invited to ride. (Color)

THE WATER LEVEL ROUTE – YOU CAN SLEEP This was the motto of the New York Central advertising its Chicago to New York frequent daily passenger service. NYC's flagship, with a late afternoon departure and early morning arrival in New York and Chicago, complete with barbershop, personal secretary and valet service, on board telephones, and showering facilities. Running as an all sleeping car train until its later years, was the "20TH CENTURY LIMITED". A "20th Century red carpet" greeted travelers at each terminal as they boarded the train. Here, on a fresh spring afternoon in 1962, the eastbound "Century", #26, boards passengers for its fleeting overnight journey to the Big Apple. Fine New York Central steaks and libations await these lucky passengers. (B&W)



MONON MEMORIES The last remaining passenger train operated by Monon from the John Barriger era was the "Thoroughbred". In its final years it was a coach only day train between Louisville and Chicago (but box lunches were still served enroute!). Train #6, the Northbound Thoroughbred, is about an hour out of Chicago at St. John, Indiana on this warm summer 1963 afternoon. (B&W)

MILLENNIUM MEMORIES We're about to share some classic rail photos in black and white or color, 16 x 20 limited print runs – all signed and numbered by the photographer. Buy the entire collection, or just your favorites, and keep the memories of the fallen flags and passenger trains alive!

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lehem. For a brief time, as each type of locomotive was delivered, Reading tested them in solid sets of three. The Alco C630's and GE U30C's certainly made an audible, if not esthetic impression. With the onset of Conrail, I began to track down former Reading equipment with my camera, which eventually led to my association with the Reading Company Technical & Historical Society and the Anthracite Railroads Historical Society.

Today, Norfolk Southern operates former Reading lines linking Philadelphia, Harrisburg, and Allentown, while CSX runs the former Reading between Philadelphia and Bound Brook. Most of the remaining Philadelphia-area lines are part of the Conrail Shared Assets Operation, and many former Reading branches are run by short lines. The largest cluster of these is the coal region lines of the Reading & Northern Railroad, which has adopted a Reading look for its locomotives. Much Reading equipment has been preserved at the Railroad Museum of Pennsylvania at Strasburg, and by the RCT&HS at Leesport, Pa. ■

DALE W. WOODLAND, of Souderton, Pa., has had numerous photos and articles in TRAINS *Magazine, and has written four books on the Reading Company. He is the editor of the "Keystoner" column in* Railpace Newsmagazine.

Reading Co. fact file

(comparative figures are for 1929 and 1975)
Route-miles: 1460; 1149
Locomotives: 988; 225
Passenger cars: 910; 176
Freight cars: 43,298; 12,213
Headquarters city: Philadelphia, Pa.
Special interest groups: Anthracite Railroads Historical Society, P.O. Box 519, Lansdale, PA 19446-0519; arhs@railfan.net; Reading Company Technical & Historical Society, P.O. Box 5143, Reading, PA 19612-5143; www.readingrailroad.org
Notable postwar passenger trains: *Crusader, Wall Street* (Philadelphia-Jersey City)
Source: *The Historical Guide to North American Railroads* (Kalmbach, 1999). For more on the Reading, visit CLASSIC TRAINS online at www.classictrainsmag.com.

LINN H. WESTCOTT

Over the top

ON A BRIGHT 1950'S DAY, Southern Railway's *Carolina Special* has just traversed three of the most remarkable miles in railroading. Right here, as it bursts into the afternoon sun, the Charleston (S.C.)-Cincinnati train is entering the hamlet of Saluda, N.C., crest of the steepest mainline grade in the U.S. Most railroad grades are nearly imperceptable to the eye, but not Saluda's 4.7 percent, which drops away into the shadows with menacing severity. This is no place for Southern's racehorse E units, so a sure-footed FP7-F3 team is in charge. In the coming years, SR's diesels will go from green to black, and the *Special* will come off. Happily, FP7 6141 will weather the storm, regaining her green in the 1970's and working special trains into the 1980's.—*Robert S. McGonigal*

Summer dream on Lake Erie

Moving coal and ore in the 1950's

By Herbert H. Harwood Jr. • Photos by the author

SPRING WARMTH MELTS THE ICE on the Great Lakes, and the annual ritual begins. The elongated lake freighters steam out of winter storage, and from points south of Lake Erie, railroad hopper cars begin moving toward the docks to feed coal into the huge hulls and pick up iron ore for inland steel mills. For the next seven months or so, the exchange of bulk mineral cargoes over the waterside transfer facilities goes on in an erratic frenzy. By late November or early December, all is quiet again.

This basic ritual is much the same at the end of the 20th century as it was at the end of the 19th, although the volumes and details have dramatically changed—particularly in the past three decades. Now there are far fewer facilities, shippers, and receivers; commercial relationships have changed; and many traffic flows are different. What is left often has a different face, thanks to innovations in lake freighter design and bulk handling methods.

Not that change was any newcomer. Great Lakes ore and coal movements were—and are—nothing more than an enormous two-way industrial conveyor belt, and as with any industrial pro-

cess, modernization has been constant over time. But in many ways, the late 1950's and early 1960's were the Indian Summer of traditional methods employed by the railroads and steamship lines. It was a time when coal and ore flowing through the lake ports made up some of the heaviest traffic flows in the country, if not the world. Numerous independent railroads, steel companies, mines, and shipping lines competed with one another in a world where the commercial rules and practices still dated to 1900 and earlier.

The most intense activity was along the south rim of Lake Erie, where 10 coal or iron-ore transshipping ports still flourished, some with the docks of two or more railroads, and some of which still saw steam power either on the rails or on the docks themselves. (And the "boats," as the ungainly bulk freighters were traditionally called on the lakes, were almost all propelled by reciprocating steam engines.)

Beginning at the lake's east end, Buffalo's harbor was populated by various coal or ore docks reached by the Lackawanna, Erie, and Pennsylvania railroads. Traveling west, one came fairly quickly to Pennsy's docks at Erie, Pa., followed in Ohio by Conneaut (Bessemer & Lake Erie), Ashtabula (New York Central and PRR separately, plus a slip for the joint PRR-Canadian Pacific carferry *Ashtabula*), Fairport Harbor (Baltimore & Ohio), Cleveland (Pennsy and Erie, separately), Lorain (B&O), Huron (Nickel Plate), Sandusky (PRR), and Toledo (Chesapeake & Ohio and a joint B&O-NYC dock).

For decades, giant Hulett cranes–as if in a feeding frenzy–devoured ore at the Pennsylvania's C&P Dock on Cleveland's lakefront, as they were doing in June 1960 from the Cleveland Cliffs vessel *Cadillac*; behind her is National Steel's *Ernest T. Weir.*

Toledo was by far the largest single coal shipping port on the Great Lakes, fed mostly by Pocahontas region and eastern Kentucky mines. Sandusky was a distant second, also drawing from many of the same sources, while ports to the east handled varying mixtures of coals from western Pennsylvania, West Virginia, and southeastern Ohio. PRR's Cleveland dock dominated the inbound

Just north of Nickel Plate's hub of Bellevue, Ohio, in May 1956, two Pennsy trains meet. A PRR J1 hauls coal north, while leased Santa Fe 2-10-4 5014 is on a southbound empty hopper train. This is the Sandusky line, which went to N&W in 1964.

iron-ore traffic, which until the late '50's consisted almost entirely of the dense high-grade "raw ore" or "red dirt" from Lake Superior. (The opening of the St. Lawrence Seaway in 1959 gradually changed this flow, as ore from Labrador and various foreign sources entered the lakes.)

Once in railroad hoppers, the ore moved mostly southeast to the seemingly innumerable mills clustered in the Monongahela, Ohio, and Mahoning river valleys. There were some other respectable flows, too. For example, B&O took ore from Toledo to Armco mills at Middletown, Ohio, while C&O did the same for Armco at Ashland, Ky., and PRR's Erie dock fed the furnaces of faraway Bethlehem and Johnstown, Pa.

At the docks themselves, the transfer machinery ran the gamut of age and design, from clattering early 20th century steam-powered machinery to high-capacity electrically operated equipment dating from the late 1940's. Typically, coal hopper cars were put through rotating car dumpers of one design or another, located on the pier itself, and discharged directly into the freighter's hold. Ore was unloaded by large cranes, most commonly the so-called Huletts (named for their designer, George H. Hulett), which were generally installed in multiples of three or four. These were essentially enormous walking beams which moved independently both sideways and vertically; each of their buckets could scoop between 15 and 20 tons of ore at a time out of a hold. To imaginative viewers, they looked like a group of oversize Tyrannosauruses feeding on some prostrate Brontosaurus. Usually the ore docks also included large areas for ground storage, serviced by buckets on a traveling ore bridge which also loaded outbound cars.

Baltimore & Ohio's three Lake Erie locations typified the technological and historical range. At Fairport Harbor, Ohio, next door to Painesville, loaded coal hoppers were pushed one by one into a steam-operated McMyler car dumper dating to the early 1900's, one of the oldest on the lake. The dumper then laboriously hoisted, rotated, and lowered them back. Operating at full speed, this antique could empty 30 cars an hour. (By the 1950's, Fairport was just a coal port handling mostly traffic for Ontario; an even hoarier 1880's-era ore unloader was retired in 1946.)

Lorain, a steel-mill city 27 miles west of Cleveland, was a substantial step upward in both volume and facilities. Coal from West Virginia and western Pennsylvania moved through a 1948 Heyl & Patterson electric dumper which could handle 60 cars an hour. Its predecessor, another elderly McMyler dumper similar to the one at Fairport, still stood intact as a backup. Adjacent were three Brownhoist electric cranes for unloading iron ore, with a capacity of 1000 tons an hour. Finally, in Toledo the brand-new (in 1948) joint B&O-New York Central Lakefront Dock included three electric car dumpers (two Heyl & Patterson and one Wellman) and four Hulett ore unloading cranes.

BUT IN SOME WAYS, all this activity was an artificially created paradise. The multiplicity of rail lines and docks was deemed necessary to maintain each separate railroad's control over its traffic and to accommodate complex commercial relationships with various mines, sales agencies, lake shipping operators, and consumers, some of which owned or were partners in the shipping lines or mining operations themselves!

The traffic itself also had some seemingly irrational stimulants. For arcane commercial reasons that reached back at least half a century, the coal rate structure favored transshipping coal from rail to water rather than all-rail delivery to the industries and utilities that used the fuel. Thus, to use one extreme example, the railroads hauled huge volumes of coal to Toledo, where it was dumped into lake freighters to be floated north to Wyandotte and Detroit—less than 60 miles away on the

same rail lines. This practice not only concentrated traffic at the docks rather than the more logical all-rail routes, but it helped create extreme seasonal traffic peaks and valleys. With Great Lakes shipping mostly shut down about four months of the year and all-rail delivery more expensive, customers rushed to ship enough during the warm months so they had adequate stockpiles for the balance of the year. Thus, many of the rail routes to the lake bustled in summer and fall but fell into a semi-coma the rest of the year.

These large seasonal traffic surges inevitably put pressure on railroad motive power, and among other things, the lake coal and ore routes became the last stand for heavy power unwanted on the main lines. Each railroad, it seemed, offered something different or offbeat. Not surprisingly, many steam locomotives worked their last miles hauling hoppers to and from the lake. Until displaced by diesels in 1956-57, B&O's noble EM-1 2-8-8-4's were standard power to Lorain and Painesville, while hefty S-1 2-10-2's handled most Toledo trains. The docks were switched by L-1 and L-2 0-8-0's, onetime 2-8-0's rebuilt in typically frugal B&O style.

During the same period, PRR's Columbus-Sandusky line was staffed almost exclusively by J1 2-10-4's—except for the famous summer of 1956, when desperation drove the Pennsy to lease a fleet of oil-burning Santa Fe 2-10-4's. Once the coal hoppers reached Sandusky, H10 2-8-0's helped shuffle them to and from the three dumpers. Nickel Plate's more modest coal and ore traffic through Huron was hauled by 800-series ex-Wheeling & Lake Erie 2-8-4's.

Where there was no steam, there were usually diesel castoffs considered questionable for mainline manifest trains. Tractive effort was needed rather than speed, and reliability was less critical. PRR entrusted its heavy Cleveland ore traffic to Baldwin Sharknose cab units, assorted Fairbanks-Morse cabs, and Alco FA's—with occasional Baldwin and Alco former passenger units thrown in. Nearby at Erie's ore dock, mongrel combinations of Alco RS3's and Baldwin road-switchers (in both four- and six-motor configurations) struggled to move trains out. In the early Erie Lackawanna days, they were supplanted by the former Lackawanna Fairbanks-Morse Train Masters. And then there were the clean and colorful Bangor & Aroostook GP7's and GP9's. These were regular summer conscripts at Pennsy's Cleveland and Erie docks, sent there under a utilization agreement by which each railroad could use them during its traffic peak—for PRR's summer coal and ore business and BAR's winter potato rush.

WHILE MUCH of the lake coal and ore business was heavy-duty conveyor-belt railroading, there were a goodly number of eccentricities and inefficiencies, hated by railroad managers and workers but beloved by the railfans whose only responsibility was watching the efforts to move trains. One problem was the varying terrain along the lake. The Cuyahoga River, which bisects Cleveland, almost exactly marks the end of the Alleghenies on the east and the beginning of the Great Plains to the west.

So, west of the city it was an operating manager's paradise, with mostly easy grades and lots of flat, open space for yards and other facilities. PRR's Columbus-Sandusky line (which went to Norfolk & Western in the 1964 Nickel Plate-Wabash merger) was a textbook example. On a map, this stretch of bucolic single track looked like a backwater of the dense and sprawling Standard Railroad of the World. But in fact, for seven months of the year, it was one of the most productive and profitable lines in the entire Pennsy system. N&W and C&O handed over full trainloads of coal to Pennsy at Columbus and, once beyond the grade immediately north from the Ohio capital, a single J1 or two F7's rolled them through the flatlands to Sandusky with little effort. C&O's former Hocking Valley line from Columbus to the Presque Isle coal and ore docks at Toledo was blessed with similar terrain and traffic flow. Trios of F7's or GP9's easily handled 160 loaded hoppers of C&O's own coal, or trainloads received from Clinchfield at Elkhorn City, Ky., and L&N at Covington.

But from Cleveland east it was a different story. There the land is hilly and rises rapidly from lake level, invariably producing stiff grades for the heavy ore drags heading south and sometimes similar problems for coal coming north. That, of course, meant lots of high-tractive-effort motive power.

The most extreme example was B&O's 51-mile Lake Branch, the coal-carrying line from Warren, Ohio, to Painesville and the Fairport Harbor dumper. Built as a narrow-gauge line in the early 1870's, the branch still looked it. Single-track and without signals, it twisted through hilly backwoods country and was beset by stiff grades in both directions, sparse passing sidings, and just two weekday-only agent-operators along the route. Between the tiny towns of West Farmington and Middlefield, lakebound coal had to be wrestled up a 1.47-percent grade as it negotiated 20 curves hung on a hillside above appropriately named Swine Creek. Beyond Middlefield, the line dipped and climbed with the rolling countryside, culminating in a 1.1-percent ascent into the Geauga County seat of Chardon. There retain-

The horse pulling an Amish buggy in downtown Middlefield, Ohio, in summer 1956 isn't spooked as he crosses in front of a Baltimore & Ohio EM-1 on a coal train, because it has stopped for lunch.

B&O's vest-pocket engine terminal on the Lake Branch at Painesville, Ohio, looked like it dated from narrow-gauge days. In June 1956, EM-1's mix with smaller engines. In the top photo, two ex-Lackawanna Train Masters bathe Cleveland's Cuyahoga valley in white smoke as they head out with an EL ore drag for North Randall in July 1966.

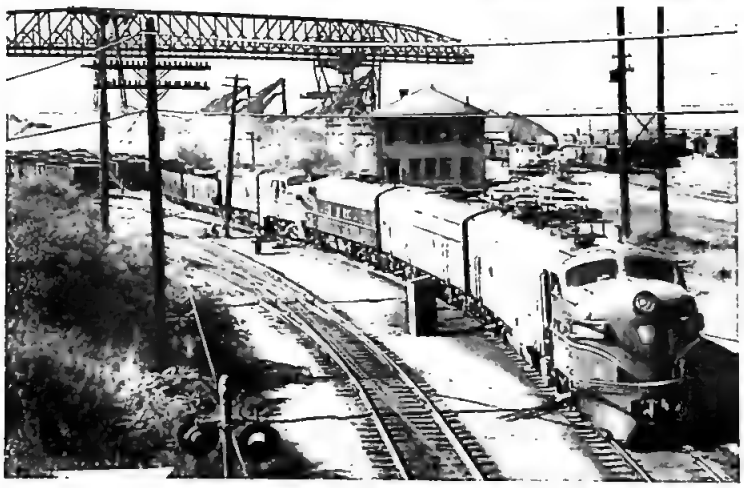
ers had to be set for an unrelenting 11-mile descent to Painesville, which averaged 1.6 percent and reached 1.74.

Through some unfathomed mystery of B&O logic, the Lake Branch remained all steam-powered through 1956, with EM-1's hauling the tonnage trains. One of the articulateds could handle an 80-car coal train from the eastern division point at New Castle Junction, Pa., to the base of the grade at West Farmington; from there another was needed as far as Chardon. All power was based at the crude and small Painesville engine terminal, a facility which looked like a leftover from the original narrow-gauge days. Engines were serviced in a rectangular three-stall wooden shed, turned on a wye, and fueled by a portable conveyor.

Helpers for the coal trains were thus dispatched from Painesville and backed 35 miles down to West Farmington, where—after a leisurely wait for their train to show up—they either pushed or doubleheaded to Middlefield. At that point everyone stopped for lunch and, if the helper was on the rear, it was moved to the head of the train. With the two 2-8-8-4's now doubleheading, the train progressed another 12 miles to Chardon where it stopped again; the helper then cut off and dropped downhill to Painesville while the road crew set up retainers.

While two EM-1's and about 80 cars made up the typical Lake Branch train, there were even more spectacular variations. I vividly remember a 1955 tripleheader consisting of an EM-1, an S-1 2-10-2, and a Q-4 Mikado, and I wit- nessed several trains in the 120-130 car range with three EM-1's on the head end. One, in fact, came to grief on the grueling Swine Creek hill south of Middlefield when all that massed tractive effort proved too much for the drawbar of a composite Reading hopper car three cars back. The car ended up with its nose buried in the hillside, the tripleheader returned to Painesville with its three-car train, and the nearby farmers had their coal for the winter.

SOMETIMES TERRAIN was only part of the problem. The Erie (and later Erie Lackawanna) received iron ore for various steel mills in the Youngstown-Warren area in a cramped little yard jammed alongside the Cuyahoga River's original channel in Cleveland. To reach it, lake freighters had to make a short but awkward trip up what was now a dead-end side channel of the river, and the larger ones could not make it at all. Once the Erie's three Hulett electric cranes began scooping the ore out of their holds, cars had to be moved out quickly to avoid



An odd Pennsy doubleheader of three F7's and a single FM Erie-built assemble an ore train at PRR's Cleveland dock in October 1961. The F's are helpers; once out of the Lake Erie basin, the FM will take over. In June 1960, two FM C-Liners struggle with a PRR ore puller out of the dock yard onto NYC's Cuyahoga River lift bridge. In the top photo, a Baldwin switcher and an Alco RS3 work Erie's dock in May 1960 as four RS3's get ready to go.

paralyzing the yard. Three- and four-unit sets of the Baldwin and Alco road-switchers would wrestle batches of up to 65 cars 11 uphill miles to a storage and consolidation yard at North Randall, where they would eventually be put together in road trains.

The unfortunate Erie also had to go through a double-handling procedure for ore that needed temporary ground storage. With no space at its dock, Erie's next best alternative was North Randall, where a primitive Wellman dumper unloaded the cars while moving back and forth on its own rails. Traveling cranes on an ore bridge stockpiled the ore and reloaded cars when the ore was needed at the mills. This operation ended abruptly in July 1956 when a windstorm blew down the ore bridge, but in 1959 the yard and dumper were reactivated, using bulldozers and scrapers to handle the ore.

PRR had a variation of Erie's problem at its own Cleveland ore dock, the busiest on Lake Erie. There were no real capacity or operational problems at its so-called C&P Dock (the name a holdover from predecessor Cleveland & Pittsburgh), which was efficiency itself: Four Hulett unloaders could unload more than 4000 tons an hour either into cars or a large storage area, which could hold 1.2 million tons of ore.

But getting the trains in and out of there was something else. C&P Dock was located on a spot of lakefront land called Whiskey Island, immediately west of the Cuyahoga River and north of New York Central's lakefront main line. Through much of the 1950's, Pennsy's route to Whiskey Island consisted of a convoluted track layout which required it to enter, leave, or cross the Central's busy tracks three times, as well as use its drawbridge over the river. The old swing structure dated back to Lake Shore & Michigan Southern days and was a headache for everyone on both rail and water. NYC's

FAIRBANKS-MORSE; PEG DOBBIN; COLLECTION OF HERBERT H. HARWOOD JR.

By 1958, B&O's EM-1's were gone from the Lake Branch, replaced by diesels such as this exotic Baldwin duo at Lorain, an RF16 Sharknose and an AS16. Regular summer visitors from Maine, Bangor & Aroostook GP7's worked PRR's Erie (Pa.) ore dock in August 1954. In Ashtabula, Ohio, FM Train Master demonstrator TM-2 switches New York Central's ore and coal dock yard in July 1953, in the company of dynamic-brake GP7's 5694 and 5700.

double-track main—also used by PRR at this point—was squeezed into a gantlet, allowing only one train at a time, and the bridge regularly creaked open and closed to allow the large lakeboats to ease through on their way to or from the upriver steel mills and bulk terminals. Since the PRR was the "junior" line here, its trains not only waited for river traffic but anything on the Central, and long delays were chronic.

Furthermore, the odd track layout limited the Pennsy to about 30 cars in a train, so it had to follow the Erie's procedure of dragging short trains uphill away from the lake to a consolidation yard outside town.

NYC's bridge was finally replaced with a modern double-track lift span in 1957, but the track layout was not completely straightened out for another five years. When it was, the result was an even more noteworthy operation for train-watchers. Now able to run full tonnage trains directly from the C&P Dock, Pennsy still faced the problem of ascending grades as its line climbed away from the lake. Its answer was to add a set of helper diesels and double-head the train uphill, using two locomotive crews and usually two sets of incompatible cab units. The Baldwin Sharks, FM cabs, Alco FA's, and EMD F7's all mixed to produce a medley of chugs and whines of different pitches—usually accompanied by smoke of varying colors and clouds of sand—as the heavy trains struggled through Cleveland's east side.

The lake season also required some odd routings not otherwise seen. Ideally, coal hoppers bound for the lake could be reloaded with ore on the return—if the facilities were together. Sometimes they were not, which created car shortages at one spot and surpluses somewhere else. With five separate coal and/or ore dock locations spread along the shore, the Pennsy had a particular problem balancing its car-

supply needs. Sandusky was strictly a coal shipping port, which created trainloads of empty hoppers. On the other hand, its docks at Cleveland and Ashtabula were primarily ore receivers, which demanded lots of them

Unhappily, the Pennsylvania had no direct line connecting the three ports—but arch-competitor New York Central did. So a special four-way arrangement was worked out whereby PRR could haul empty C&O and N&W hoppers eastward over Central's main line from Sandusky to Cleveland or Ashtabula for ore loading. These trains only operated eastbound and always consisted of empties; power would run light west when needed. In those primeval days before Penn Central and other mergers, train-watchers along the Central's lakeshore route were often shocked to see a pair of Pennsylvania F7's or Baldwin Sharks chugging along with a string of seemingly misdirected Pocahontas-region hoppers in between the Great Steel Fleet.

WHILE MOST ore and coal traffic funneled through the railroad docks, there were occasional exceptions. In 1957, for example, Republic Steel (now part of LTV Steel) and B&O got together to move regular trainloads of ore from Republic's own Cleveland dock to various company mills in the Youngstown, Warren, and Canton areas. The River Terminal Railroad, Republic's rail switching subsidiary, delivered the loaded hoppers to B&O's nearby Clark Avenue yard where the railroad assembled them and moved them south and east over its Cuyahoga valley line.

At the time, B&O's Cleveland operations were also still largely steam powered, but the 80-foot turntable at its Cleveland engine terminal excluded EM-1's and even the S-1 2-10-2's. Thus the job of hoisting the heavy trains up the ascending valley grade fell on Q-4 Mikados. The trains varied in length, but generally a minimum of two Q-4's were needed and usually more. Typically three would haul the train at least as far as Akron Junction, with two on the head and one pushing. At Akron Junction, more power had to be added to negotiate a stiff grade-curve combination to get the trains onto B&O's main line at Cuyahoga Falls—in this case generally some combination of Alco diesel yard switchers and/or a GP9 or two from one of the local freights. On one memorable day in late summer, no less than five Q-4's—three at the front and two ahead of the caboose—took an especially heavy ore train out of Cleveland. At Akron Junction a single GP9 was added at the head end and two Alco S2 yard goats at the rear—a grand total of eight engines, each with its own crew!

By the early 1960's the old ways were fading. Not surprisingly, Baltimore & Ohio's primitive Lake Branch was an early casualty. Finally fully dieselized by 1957, it struggled on with little basic change for another eight years. But in 1965, B&O negotiated a traffic agreement with the Bessemer & Lake Erie to move its coal through Conneaut, allowing B&O at last to retire the ancient McMyler dumper at Fairport. The branch itself continued to survive on interchange and chemical traffic, but this business eventually dried up too, and the last train traversed the picturesque line in October 1981.

Elsewhere, changes came more quickly. As the number of independent railroads shrank during the mergers of the 1960's and 1970's, so did the multiplicity of separate docks. On the commercial side, the railroads shook off decades of tradition and changed their pricing and marketing methods to encourage all-rail unit-train coal movements direct to the receivers, eliminating much of the "lake cargo" traffic.

Ore-handling methods changed too. As the old high-grade Lake Superior ores gave out, pelletized ores became the norm. These could be more readily unloaded by conveyors carried on the lakeboats themselves than by shoreside bucket machinery. So gradually the more flexible self-unloaders took over the ore trade and finally eliminated the most visible and fascinating fixtures of the lake ore trade—the huge Hulett cranes. The last of their breed on Lake Erie, the four 1912 Huletts working the onetime Pennsylvania C&P Dock in Cleveland, were shut down in 1992. The silent monsters soon became the subject of a local preservation battle, and survived into 2000 before being dismantled, although at least one is to be preserved.

And as they rusted in limbo, another symbol of change rolled past them on the mainline tracks—unit coal trains running directly to consumers like Detroit Edison and bypassing the car dumpers and lake steamers. Now, with all the redundancies and antiquities gone and the eccentricities smoothed out, it's surely a more rational railroad world—but what sticks in the heart are those clatters and chugs, and the breathtaking sight of three EM-1's trying to storm Swine Creek hill. ■

Strangers on the Lake Shore main: Employing one-way, empties-only trackage rights, two PRR Sharks roll C&O hoppers east from Sandusky on NYC's main line, bound for Ashtabula in May 1956.

HERBERT H. HARWOOD JR., 69, a New York native and third-generation railroader, retired after 30 years in financial and marketing management for C&O-Chessie-CSX. Along the way, he actively photographed the changing railroad scene. Herb and his wife, Jan, who have two sons, now live in Baltimore. He thanks Eric Hirsimaki and Carol Poh Miller for their help with this article.

One afternoon

The first two trains to appear in front of Bill Gardner's camera in Chicago were the inbound *Mercury* off NYC's Michigan Central, behind a 4-6-4, and Central's outbound *James Whitcomb Riley*, seen coming and going behind an IC 4-6-2.

at 75th Street

Photos by Willard A. Gardner, collection of Jack Wheelihan

ONCE UPON A TIME, Grand Crossing in Chicago was quite the "hot spot." Still is, actually, though not many people might choose to camp there. Originally a "multi-diamond" level crossing, hence the name (train volume soon dictated a grade separation), it's the South Side spot where Illinois Central's eight-track main ducked under the parallel multi-track mains of New York Central and Pennsylvania. (From east to west, IC's tracks were two freight, two passenger, and four electrified suburban, the inner two for locals and the outer two for expresses.)

One afternoon in what we've deduced to be early 1947, Willard A. Gardner—a Pennsy employee who either just had, or was about to, hire on with Electro-Motive Division, which would become his career employer—took his 35mm camera out to the 75th Street wooden platform on IC's electrified suburban line. In less than an hour, he shot the accompanying Kodachrome slides.

Gardner died in 1995, but EMD buddy Jack Wheelihan was subsequently given his slides and graciously has shared them with CLASSIC TRAINS. The "red mount" slides aren't dated, but they're numbered in frame sequence, so we researched some *Official Guides* to match trains and times. Names and types of some of the trains' equipment helped in identification, of course.

Rolling down the southbound "passenger main" is IC's premier train, the *Panama Limited.* In the going-away view, the bridge nearest the camera carries the main lines of the NYC and PRR over the IC; the viaduct in the distance carried Nickel Plate's passenger line toward Englewood.

The fourth and apparently final train in Gardner's hour is deduced to be train 29, IC's all-coach Chicago-Carbondale *Illini*, behind a pair of E6's, bumped from the *Panama* by the new E7's.

According to the January 1947 *Guide*, this would have been the scenario. First came NYC's inbound *Mercury* from Cleveland, Toledo, and Detroit, behind streamlined NYC Hudson 5426. NYC passenger trains off the Michigan Central in those days entered IC trackage at Kensington, 115th Street, and the locomotives ran through. MC had been the first railroad to build into Chicago from the east, and the expedient way downtown then was to just sign up for trackage rights on the preexisting IC. In the era pictured, the only MC passenger train to call at Chicago's La Salle Street Station utilized by MC parent New York Central was the Chicago-Detroit *Twilight Limited*, which catered to clientele bound to and from the La Salle Street financial district. The westbound *Mercury*, train 75, was due into 63rd Street, Englewood—just over a mile ahead on the IC and in those days a stop for all intercity passenger trains—at 4:50 p.m.

Next was the southbound *James Whitcomb Riley*, train No. 4, NYC's premier service on the Chicago-Cincinnati run, its stainless-steel consist in the charge of IC 4-6-2 2452. The passenger trains of NYC's Indianapolis-headquartered "Big Four Route," so-called for its formal name Cleveland, Cincinnati, Chicago & St. Louis, all used IC's lakefront Central Station at 12th Street in downtown Chicago, and accessed the Windy City from Kankakee, 54 miles south on IC's main line. In steam days, engines were exchanged at Kankakee. The *Riley* was due out of 63rd Street at 4:30.

Third to breeze past Gardner on this afternoon was IC's top train, the *Panama Limited*, No. 5, the luxury all-Pullman streamliner for New Orleans. Two of IC's 11 E7A's of 1946, in the early passenger livery that boasted two yellow accent bands, were up front, and an apparent Santa Fe prewar 4-4-2 Pullman is interrupting the smooth ribbon of IC's famed chocolate and orange. Note the external neon sign on the flanks of 1942 observation sleeper lounge *Memphis*. The train was due out of 63rd Street at 5:10 p.m.

Twenty-four minutes behind the *Panama* came Gardner's apparent finale for the afternoon, IC's *Illini*, the all-coach alternative to the *Panama* down the "Main Line of the Mid-America" to Carbondale, Ill. Two of IC's five E6's are in charge.

The shadows were lengthening, and Bill Gardner probably packed up his camera and left. We have no record that he turned his camera on any of IC's frequent Pullman green M.U. suburban trains that plied the electrified suburban tracks here, or on any orange South Shore Line M.U.'s, which utilized IC trackage rights out to Kensington. No matter. What would you give to see this parade at Grand Crossing today?—*J. David Ingles*

SP's last-minute substitute

On Sunday, February 19, 1956, the Southern California Chapter of the Railway & Locomotive Historical Society chartered a special Southern Pacific train to run from Los Angeles to Indio and return. About 400 passengers rode this trip, which covered a portion of the SP main line east that hosted name trains such as the *Argonaut*, *Golden State*, and *Sunset*.

R&LHS had chartered the chapter in 1953. The Southern California group emphasized railroad preservation, and was assembling an impressive collection of locomotives at the Los Angeles County Fairgrounds in Pomona. It had run several successful excursions as a means of generating revenue to maintain the collection that, to this day, is one of major importance in the West.

As planned, the Indio trip had two major draws. For the non-railfan, it was the annual Indio Date Festival and Coachella Valley Fair. The very reasonable train fares of $9.20 for adults and $4.60 for children included Festival admission and bus service in Indio. To me fell the happy job of handling the ticket orders.

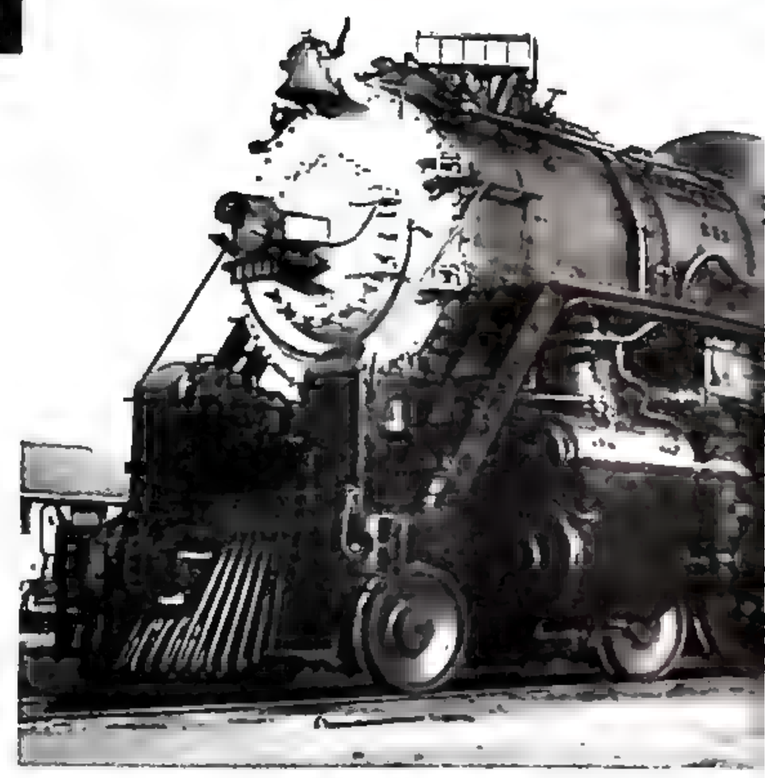
For the railfan, the attraction was that the train would be pulled by a steam locomotive, a species essentially extinct on SP in Southern California by this time. (Local fans were so hungry for steam that the trip flyer opened with the words, "This is the answer to your prayers.") An added attraction was that the locomotive was to be a freshly outshopped former Cotton Belt 4-8-4. Since August 1952, SP had leased 10 4-8-4's from its subsidiary Cotton Belt (formally, St. Louis Southwestern, or SSW) for use on the Pacific Lines to work off their serviceable miles. In mid-1953, all 10 had been repainted and renumbered into the SP GS-7 and GS-8 classes and given numbers 4475-4481 and 4485-4487. They were tried in San Francisco commute service but were found more suitable for San Joaquin Valley freight service, where most ended their days.

The 11th Cotton Belt 4-8-4 to be leased was SSW 813, a 1937 product of the road's Pine Bluff (Ark.) shops. SP historian Jerry Best, a chapter supporter and R&LHS officer, through his connections in the SP Mechanical Department, found that the 813 was in Los Angeles General Shops in January 1956 getting some repairs, in addition to SP paint and numbering. It was expected to be released as SP 4488 in time for the February 19 excursion, and SP agreed to provide it if it was available.

As fate would have it, 4488 was not ready for service on the date of the Indio trip, and a GS-4 from the Los Angeles passenger protection pool, the 4436, was used instead. The 13-car train left Los Angeles Union Station at 7:30 a.m., and stopped 20 minutes later for passengers at Alhambra. A photo runby was staged at Guasti, near Ontario. At Colton, 4436 took water, and—to the disappointment of the fans—two-unit F7 6146 was added as a helper for the climb up Beaumont Hill. Another photo runby was at Garnet, near Palm Springs, with arrival in Indio at about noon. Departure from Indio was at 5:30 p.m., with a scheduled arrival in Los Angeles at 9:30.

This last SP steam trip to Indio was documented by Pasadena cinematographer J. Allen Hawkins, and sound recordings were made by Ed Ripley for the chapter, and later used on the LP record *Whistles West*, released in 1958.

The February 19, 1956, trip to Indio was virtually the last SP steam activity in Southern California. Just a few months later, the last engines in the San Francisco Bay Area went cold, ending all standard-gauge Southern Pacific steam operations.—*Stan Kistler*



SP 4436 gallops through Walnut, Calif., with the Indio fantrip; later, two F7's helped the GS-4 up Beaumont Hill. Thirteen days after the excursion, its intended power, GS-8 4488, posed at SP's Taylor Yard.

All across North America, the end of the steam era occasioned a number of memorable fantrips

Fond

STAN KISTLER

TWO PHOTOS: JOHN E. SHAW JR.

farewells

GTW's stubborn final curtain

GRAND TRUNK WESTERN was the Rodney Dangerfield of U.S. railroading. "The Trunk" was a major force in Michigan, but it didn't even rate its own *Official Guide* entry—you had to ferret its timetables from deep in the listings of its parent, Canadian National. Many fans ignored the Trunk, but this disrespect changed a bit in the late 1950's as GTW was outlasting neighbors Nickel Plate, Pennsylvania, and B&O in hanging onto steam.

GTW steam retrenched east from Chicago in 1957, concentrating on the Detroit Division out to Durand and across the state to Muskegon. Even in 1958, GTW still steamed 0-8-0's, 2-8-2's, 4-6-2's, a 4-8-2, and several 4-8-4's. It ran the last U.S. streamlined 4-8-4, had the last all-steam U.S. Class 1 branch (the 99-mile Caseville Subdivision, with three hand-fired 1912 Pacifics), and operated the last steam-powered everyday passenger trains in the U.S., Detroit-Pontiac commuter runs and four Detroit-Durand-Muskegon trains.

Living in a Detroit suburb, I saw just enough of this activity to get a taste of everyday steam. Then I went off to a year of college, and it all ended. CN allowed GTW to buy more Geeps and SW1200's, and suddenly it could dieselize. On Sunday, March 27, 1960, at the behest of GTW's boss, Vice President and General Manager Harry A. Sanders, GTW staged a grand steam farewell.

Normally, locals 21 and 56, by then a turn out of Detroit's Brush Street station to Durand, rated just a locomotive, baggage car, a Chicago through coach, and sometimes a local coach. The steam farewell drew some publicity, though, and GTW's anticipated train for 400 people ballooned to two sections totaling 37 cars with 3600 riders. Two U-3-b 4-8-4's did the honors, 6319 with 15 cars including Sanders' business car on the first section, followed by 6322 with 22 cars. Thus did the curtain fall on everyday steam-powered passenger service in the U.S., right? Not quite.

Not only did GTW keep two 4-8-4's for excursions, but occasionally one would pull a regular passenger train. Detroit's Michigan Railroad Club made the most of the reprieve, but the Railroad Club of Chicago and the fledgling National Museum of Steam Propulsion, brainchild of railroader Charles A. Foss of Middletown, Mich., also pitched in.

I missed the March 27th blow-out but was back for the fantrip frenzy that followed. MRC had run the occasional GTW steam trip over the years, but things ratcheted up in 1960. The encore was short, but saw at least a dozen GTW steam outings. One of the March 27th 4-8-4's, 6319, never ran again, but 6322 pulled several excursions before her finale, a Railroad Club of Chicago round trip to South Bend on April 22, 1961.

Meantime, sister 6323 stepped up. Between August 1960—when she got coal-bunker extension boards to enable longer runs without fuel stops—and the Labor Day 1961 weekend, 6323 handled at least six fan trips from the Motor City to such places as Durand, Greenville, Port Huron, and Battle Creek. Usually she would ferry into Detroit from her Pontiac home as sole power on a commuter train, and she was also known to make the occasional Durand turn on 21 and 56, sometimes as a charity move for Detroit children's groups favored by GTW brass. (It was on one of these, possibly April 25, 1961, that I enjoyed my fastest recorded steam-powered ride, as I timed 6323 from a Dutch door at a solid 85 mph.) So much for the milestone of March 27, 1960!

Two of 6323's non-GTW-fantrip runs rate mention. One was a remarkable excursion, sponsored by Foss's group, on long-dieselized New York Central. On July 29, 1961, she pulled 14 NYC coaches from Grand Rapids to Jackson, Mich., and back. I couldn't ride but did go photograph it. This followed duty on July 22-24 south of Pontiac, when she performed for Pontiac auto commercials.

Over Labor Day weekend, 6323 was in Chicago for the annual National Railway Historical Society convention, pulling a round trip to South Bend.

And then the curtain fell (again). On a quiet Wednesday, September 20, 1961, I was at Brush Street to shoot the photo below of the largely unadvertised final run by a Grand Trunk Western-owned steamer on a GTW train, as 6323 pulled local 21 to Durand.

It *still* wasn't quite over, though. Privately owned GTW 4-6-2 5629 pulled excursions, some on home rails, throughout the 1960's, and in October 1966, Michigan Railroad Club imported CN fantrip 4-8-4 6218 for two weekends of excursions on GTW out of Detroit.

Pacific 5629 is no longer with us (Chicago Metra cut her up in a rental flap with owner Dick Jensen in 1987), but 6323 survives. Sold to Fred Crew in 1961, the 4-8-4 later became Chicagoan Bob Johnson's property and is part of Illinois Railway Museum's collection in Union, Ill. GTW sold 16 8300-series 0-8-0's to Northwestern Steel & Wire in Sterling, Ill., which ran some until 1980, the last everyday industrial steam in the U.S. And GTW 4070, a 1918 Alco USRA 2-8-2, would have a second career on Ohio's Cuyahoga Valley tourist line.

Best of all, though, 4-8-4 6325, donated to GTW's shop town of Battle Creek for display in October 1959, has migrated to southeastern Ohio, where she is under restoration by Jerry Jacobson's Ohio Central and is expected to see excursion action in 2000.

Somehow that GTW final steam curtain just refuses to fall.—*J. David Ingles*

Thanks to Jerry Pinkepank, Roger Mead and Norm Herbert for help in unlocking the GTW memory banks, and to author Charles Foss for his reference source Evening Before the Diesel *(Pruett, 1980).*

J. DAVID INGLES

On a quiet Wednesday, September 20, 1961, the 6323 is about to make another "final" GTW steam run.

Going, going, gone on the Soo Line

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE, almost universally known as the Soo Line for the pronunciation of its last city's first word (it would formally become the Soo Line Railroad in 1961), operated a number of excursions powered by its moderate-size 4-6-2's during steam's final years. Most were sponsored by the Minnesota Railfans Association, an active Twin Cities group. Several ran to Ridgeland, Wis., on a branch that went south from Barron on the original Minneapolis, St. Paul & Atlantic main line. Because I lived in Milwaukee and held a low position on the seniority roster of my employer, the Milwaukee Road, I seldom had weekends off in those days, and was unable to participate in most of those trips.

Then in the spring of 1959, MRA announced that its June 21 excursion would be the final operation of any steam locomotive over the Soo. As on other MRA trips, the engine would be class H-23 4-6-2 No. 2719 (Alco, 1923) from Soo's almost fully integrated subsidiary, Wisconsin Central. Moreover, the trip would run to Ladysmith, Wis., making it doubly attractive to me since the greater portion of the route would be over trackage I had never ridden.

Fortunately, the job to which I was assigned for two weeks that June had Sunday and Monday as its "rest days," and my Saturday duty finished in time for me to ride the *Olympian Hiawatha* to Minneapolis.

The MRA special, rather than using Milwaukee Road's depot which then also served as Soo's Minneapolis passenger facility, departed from a former MStP&SSM depot north of the central business district. After crossing the railroad's own Mississippi River bridge at Camden Place, the train passed Shoreham yard and shops, and then followed a route, used only by freight trains, around the northern edge of metropolitan St. Paul.

Once across the low St. Croix River bridge and into Wisconsin at Osceola, we stopped to service the 4-6-2 at the next town, Dresser, the junction with Soo's route north to Duluth-Superior. The Pacific pulled a reasonable-sized train of heavyweight cars. A combination Railway Post Office and express car was immediately behind the 2719, followed by five or six non-air-conditioned coaches with straight-back plush seats. The advantage was that you could put your head out the open window and really hear the exhaust and deep whistle. An open-platform observation car carried the markers. I think it was car 48, which was later acquired by a local group for tour use on various railroads.

The day, which started out bright and sunny in the Twin Cities, became increasingly lackluster, but not so much as to spoil a photo run-past over the Chippewa River at Bruce, just west of Ladysmith. From the Ladysmith depot, at the crossing of Soo's WC line to Duluth-Superior from central Wisconsin, all passengers walked the short distance to a Lutheran church, where a hot lunch was served in the basement. While the travelers were enjoying their meal, the train was turned on two of the junction wye connections and serviced. Back at the depot, it was hard to say which was more depressing: the threat of rain or the appearance of a freight from Sault Ste. Marie pulled by two Alco FA cab units.

JIM SCRIBBINS

With a Chevy, Edsel, and dozens of admirers for company, Soo Line 2719 prepares to leave Ladysmith.

The return to the Twin Cities was punctuated by an enthusiastic downpour at one of the photo run-pasts. But it was dry and pleasant as the 2719 returned its fans to the west bank of the Mississippi. Almost a year after this very last steam operation on the Soo system, the 2719 was placed on display at Eau Claire, Wis., fittingly at the end of a Wisconsin Central branch.

It wasn't the end for 2719, of course. An Eau Claire group initiated restoration studies in the early 1990's, and in August 1998 she was back in action, steaming over some of the same rails she trod back in 1959.—*Jim Scribbins*

In Canada, rapidly dwindling numbers of steam locomotives could still be tracked down in regular service through the end of 1959. But by 1960, both Canadian National and Canadian Pacific had eliminated steam power in all but very isolated assignments. Recognizing the inevitable, enthusiast groups based in Montreal, Toronto, and Buffalo operated a number of innovative "farewell" excursions in central Canada.

Arguably the most unusual of these trips was not organized by an established railfan group at all, but by an 18-year-old CPR railroader named Ray Kennedy. Under the banner "Railfans Unlimited," Kennedy's excursion departed from Toronto Union Station on Sunday, May 1, 1960, for the journey 56 miles northwest to Orangeville, Ontario, and return.

In terms of motive power, the trip was a blockbuster. For the first time in modern memory, a Canadian rail excursion was powered by *three* steam locomotives. And as if that wasn't notable enough, the lead engine was diminutive 4-4-0 No. 136, a Rogers product of 1883. The 136, together with sister American types 29 and 144, had maintained service through 1959 on the Norton-Chipman line in New Brunswick, where weight restrictions on a bridge in Norton precluded the use of heavier power.

Also on the business end were two of CPR's D10-class Ten-Wheelers, 815 and 1057, built in 1908 and 1912, respectively, by Montreal Locomotive Works. This show of power was not simply for dramatic effect. The combined tractive effort of the three locomotives would be needed to wrestle the 14-car train over the steep northbound ruling grade, between Forks of Credit and Cataract, Ont.

Canadian Pacific groomed the excursion train in a manner befitting royalty. All three locomotives had been freshly painted, with polished rods, new white canvas cab curtains, and white driver tires. The train—comprised of a smooth-side baggage car with safety bars, two smooth-side coaches, eight heavyweight coaches, a heavyweight dining car, and two ancient wooden coaches—was similarly polished to a high sheen.

With more than 1100 passengers, the train was an early sellout. Many others wanted to ride, but the locomotives' combined rating of 1940 tons on that ruling grade prevented the addition of more cars.

May 1 dawned overcast, but gave promise of becoming a fine spring day. The three locomotives performed well, but on at least two occasions on the way to Orangeville, a pause was required to allow accumulated cinders to be cleared from 136's smokebox. (It was relatively common for small engines such as 136 to accumulate cinders in the front end when being

Under overcast skies, the CPR tripleheader storms around a curve at Forks of Credit, Ontario. Closer to its destination of Orangeville, the train makes its way through a valley—and into history—at Melville.

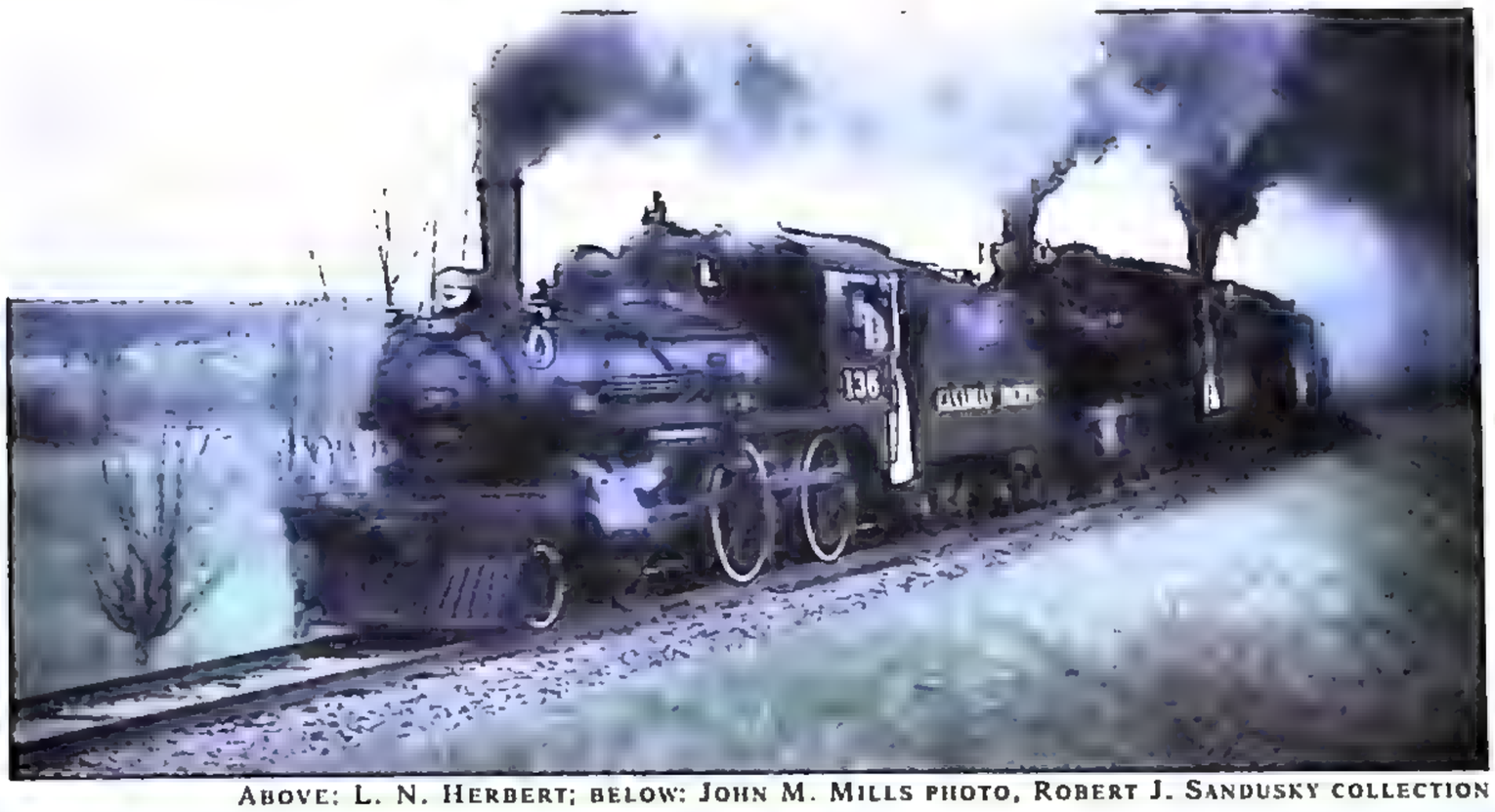
worked hard. The result was often that the paint around the lower edge of the smokebox door burned off, giving the locomotive what seemed to be an apologetic "smile.")

Predictably, the trip attracted huge public attention. Lineside roads were jammed, and throngs gathered at Inglewood and Forks of Credit, where runbys were staged. At Orangeville, seemingly the entire town turned out, complete with a brass band, to greet the train's arrival. The engines' tender decks were often occupied by eager fans, anxious for an unusual photo angle or microphone location. The three locomotives had to wade through the crowd on their way to and from the Orangeville engine facility for servicing.

Despite the press of bystanders, the train was remarshalled without incident, and made a spectacular but uneventful return to Toronto, by the light of the setting sun.

Perhaps the greatest legacy of this excursion is the continuing operation —40 years later—of two of its stars. Engines 136 and 1057 are on the active roster of Ontario's South Simcoe Railway, a preserved CN branch.

And what of the other players? Although excursion engine 815 was retired and scrapped just four months after its farewell run, 136's old stablemates on the Norton-Chipman run endure to this day—No. 29 on static display at Canadian Pacific's Calgary (Alberta) headquarters, and No. 144 at the Canadian Railway Museum in the Montreal suburb of Delson, Quebec. Even the venerable Orangeville station is still extant, serving as a restaurant just a mile away from the spot where it welcomed the classic tripleheader four decades ago.—*James A. Brown*



ABOVE: L. N. HERBERT; BELOW: JOHN M. MILLS PHOTO, ROBERT J. SANDUSKY COLLECTION

Final fling for NP's 'Four Aces'

IT WAS A BEAUTIFUL, sunny morning in Seattle on August 4, 1957, when some 600 passengers boarded a seven-car Northern Pacific train bound for Cle Elum, Wash. I was among them, along with my son Dana, my friend Harold Hill, and Harold's three children Beryl, Arlen, and Linda. The occasion for the "Casey Jones" special, as it was called, was the impending end of NP steam (the very last run came 5 months later in Superior, Wis.) and the retirement of the train's famous locomotive, 4-8-4 2626.

No. 2626 was built by Alco in 1930 for the Timken Roller Bearing Co. Carrying road number 1111 (and the nickname "Four Aces"), she was the first steam locomotive built with roller bearings on all locomotive and tender axles. TRBX 1111 was compact (she was built to fit as many clearances as possible), but thoroughly modern. After leaving Schenectady, she demonstrated the virtues of roller bearings on a well-publicized 13-railroad, 21-month tour that spanned from Portland, Maine, to Seattle. NP, which got the first Northerns in 1926, bought the Four Aces in 1933, modified her somewhat, and placed her in regular service. Carrying the legend ALL JOURNALS EQUIPPED WITH TIMKEN ROLLER BEARINGS on her tender, she remained a celebrity throughout her NP career. She was stored in 1955 but reactivated for the "Casey Jones" special.

We rode in the first coach, right behind the 2626. What a thrill to be able to have our windows open to listen to this marvelous locomotive and to record on film this fabulous trip.

All down through the valley to Auburn and up and over the mountains, we were busy snapping pictures and waving to the scores of people who came out to watch the train pass.

At Kanasket, a train crewman came through the cars and locked the toilet doors as we approached the Tacoma watershed. Later, at the mountain town of Lester, the 2626 was put onto a siding where the engine crew corrected a problem they were having with the oil in the tender. While this was taking place, the passengers were permitted to leave the train to stretch their legs.

Soon we were under way again. Upon approaching Tunnel 4 at Stampede station, we were asked to close our windows while we passed through the short tunnel and also the 2-mile tunnel under Stampede Pass a few minutes later. At Cle Elum, we left the train for a bite to eat and to watch the train being wyed for the return trip.

All too soon it was time to leave. The return trip to Seattle was every bit as enjoyable. It was day well spent and one long remembered.

Alas, 2626 would not be around to share the memories. On arrival at Seattle, she was taken off the special by Baldwin diesel switcher 414 and moved to South Tacoma shops. NP held her on a scrap track for a time, but no preservation arrangements could be made. The Four Aces was scrapped in September 1958.—*Warren W. Wing*

TWO PHOTOS: WARREN W. WING

NP 2626 stands at Cle Elum (top); from the lead coach, Wing caught her entering Stampede Tunnel.

Pennsy's K4 swan songs

STEAM ON the Pennsylvania Railroad was in its death throes in fall 1957, and the history-conscious PRR laid on not one but two farewell-to-steam excursions—on the same day! October 20 found L1s Mikado 520 on a Baltimore-Northumberland (Pa.) round trip on the old Northern Central. Over in New Jersey, K4sa 612 ran a circle out of South Amboy that ran first to Sea Girt near the south end of subsidiary New York & Long Branch, then went over to Jamesburg on the PRR proper, and returned to South Amboy via the route of the original Camden & Amboy, PRR's oldest predecessor. I decided to pursue the K4.

DON WOOD

With a white-hatted Bill Hess flagging on the engineer's side, K4sa 612 steps through historic Freehold.

How about that Pennsy—pulling out two three-digit engines from among all those higher-numbered ones! One might argue otherwise, but I feel the Motive Power Department knew exactly what it was doing. The peripatetic 612 (she had done her stint on the *Broadway* and other Blue Ribbon limiteds) was built at Juniata in April 1917, and was a popular engine with the fans and PRR men. Sometime in the '40's, she and four other K4's were upgraded, receiving 15-inch piston valves to replace the standard 12's and becoming class K4sa. Some of these engines, including 612, also received front-end throttles, resulting in a boxy housing under the stack. Some fans liked the looks of the upgraded K4's; engineers appreciated them for improved performance and ergonomics.

As 612 backed on to the special at South Amboy (the train had come from New York behind a GG1), I noted the crew waving. The engineer was Harry Snow, with Bobby Vandyke on the left-hand side; I had photographed both on many occasions on NY&LB runs. Two other men were in the cab, neither of whom I recognized. Harry whistled off, and the special moved out in a storm smoke, steam, and cinders. A scheduled two-hour lunch stop at Asbury Park was noteworthy in that most folks elected to hang around 612 rather than take nourishment—after all, you could eat anytime! As 612 left Asbury Park, one of the other men in the cab was at the throttle. Harry Snow was not qualified over the Sea Girt line, so Charles A. Hess, I learned, took over. Charlie's brother Bill, the fourth man and also an engineer, was representing the road foreman of engines. Fireman Vandyke was qualified over the entire route.

Upon entering the Sea Girt-Jamesburg-Trenton line (also called the Back Road), the special was on the right-of-way originally named the Freehold & Jamesburg Agricultural Railroad, one of the oldest in the state. There was a photo stop near the bridge over the Garden State Parkway. As 612 and her entourage passed through Freehold, Bill Hess got off the creeping engine to flag the Main Street crossing. A few miles on, at Englishtown, a photo run-by was scheduled, and police had three grade crossings blocked. After letting off the passengers, Charlie backed 612 out of sight. Carefully, without slipping, he widened out on 612 as Vandyke provided a spectacular smoke show.

At Englishtown, the crew discovered 612 needed a drink, and the Englishtown fire department came to the rescue. Bill Hess would later tell Road Foreman of Engines Earl Lewis, "You could walk in the tank without getting your feet wet!"

Charlie Hess recalls that, when he saw the garden-sized hose the firemen brought to the tender, he could hardly contain himself. "Ha-ha-ha-ha! I need 5000 gallons, not 500! One injector takes a hundred a minute! Ha-ha-ha-ha!" (Yes, Charlie really does say "ha-ha" when he laughs!)

Two weeks after PRR's farewell trips, on Monday, November 4, K4 830 left Bay Head Junction with NY&LB train 708, followed 15 minutes later by 612 on train 714. These would be their final revenue runs. That afternoon, the phone rang in Charlie's house. They wanted him for a light move, South Amboy to Camden. Charlie took the call, went to the enginehouse, and signed up. The 830 was in the lead with hogger Al Roland and fireman Andy Yuhas, while Charlie had 612 with Russ Clayton. Roland whistled off at 5:15 p.m., and steam was gone from South Amboy forever. Taking the old C&A route to Camden was nothing new, as South Amboy K4's got their monthlies at Camden. Upon arrival Al and Charlie spotted 830 and 612 on the pit track. Charlie noted two B6 0-6-0's under steam and a solitary K4. She was more than likely the 5351, which eight days later powered a lowly commuter train from Pemberton to Camden to wrap up the active service years of one of the most legendary steam passenger locomotive classes of all time.

Many years later, I received a call at home. "Is this Don Wood?"

"Yep, sure is—what can I do for you?"

"I'm a PRR engineman—you took a lot of photos on that 1957 steam trip with the 612. I'd like to buy a few."

I blurted: "Who is this?"

"Charlie Hess—ha-ha-ha."

And thus began a friendship that has endured to this day. We have visited many times, and indeed, Charlie provided much input for this story. He retired from engine service in 1976 on a GG1 decorated for the occasion. Now a young 89, Charlie went firing in 1927, and, having logged every run he ever made as an engineer or fireman, is a font of railroad lore. How wonderful it all was 43 years ago—and what memo-

ries for today. —*Don Wood*

'Hail Mary' shot on the B&M

BIG STEAM on Boston & Maine's West End disappeared early, thanks to the invasion in 1943 of a fleet of EMD freight FT's. Soon, E7's took charge of all mainline passenger trains. Smaller and older steam locomotives still plied branch lines and held down most of the commuter runs out of Boston's North Station into the mid-1950's, but big steam on the B&M was all but dead.

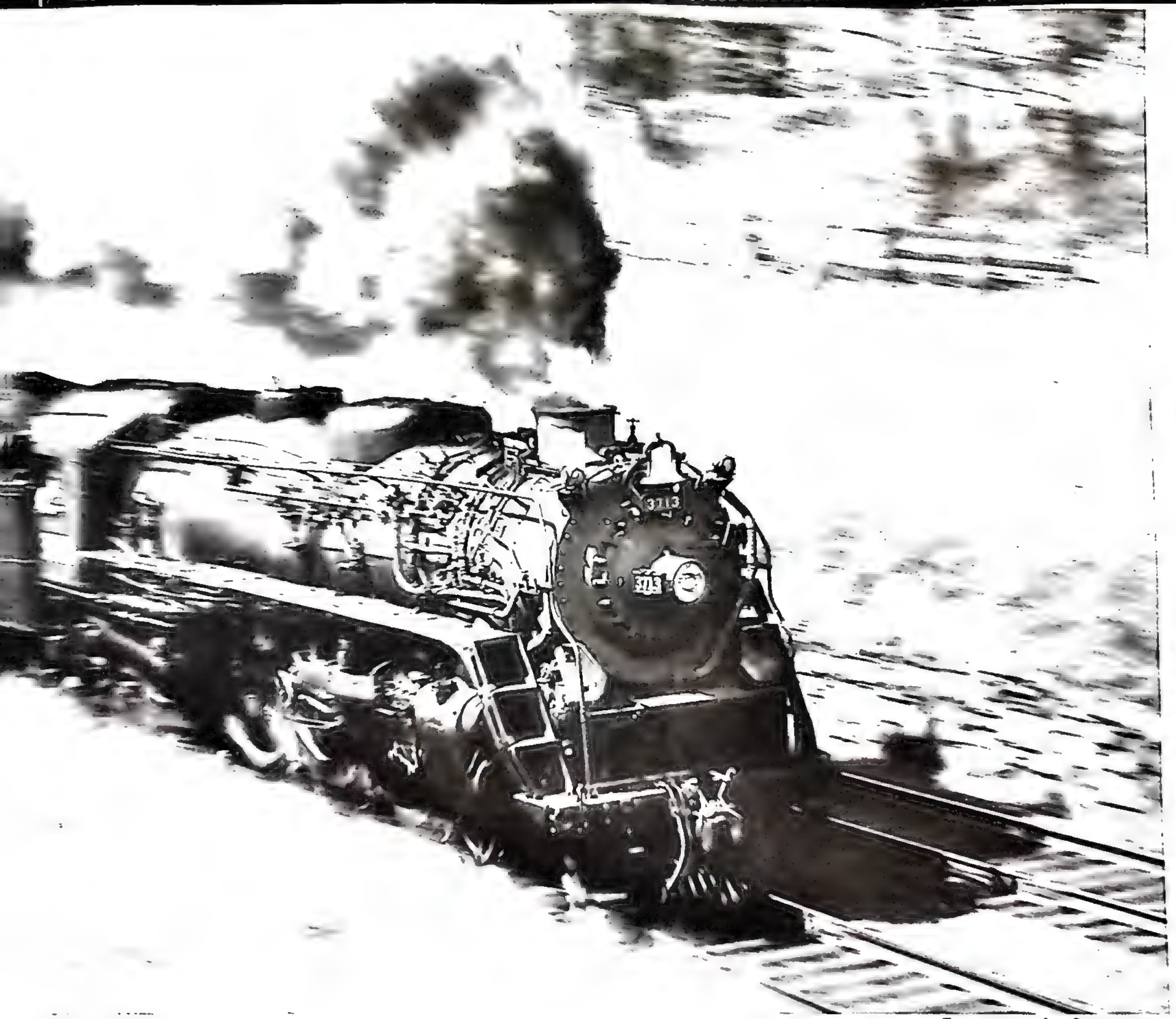
So when the Railroad Enthusiasts of Boston announced they would run a "Farewell to B&M Steam" excursion between Boston and Portland, Maine, on Saturday, April 22,1956, using 4-6-2 3713, it was my chance to see what I had missed because of early dieselization on the West End. I called my friend Phil Hastings, who was then stationed at the Veterans Administration Hospital in nearby Albany, N.Y., and suggested we go and photograph this event.

We set off Friday afternoon in Hastings' 1949 Pontiac with a planned stop at Central Vermont's enginehouse in Brattleboro, Vt., to shoot some elderly 2-8-0's. When we arrived, there were no 2-8-0's around, but the hostler was getting ready to put 0-8-0 No. 501 to bed for the night. We told him why he had come, and he cooperated while we photographed the engine being serviced, on the turntable, and in the enginehouse. With one success achieved, we headed east through the spring night toward Reading, Mass., and the big game safari the next day.

Saturday morning dawned bright and clear. We decided to stay north of the Boston congestion and waited for the 1934 Lima and her 13 cars at the station in Reading. The special was to stop there to pick up passengers, so we would have a chance to get more than one fleeting shot of the train flashing through open countryside. The location was backlit, so I climbed up a signal mast to get a better view of the train and the station area. After I shot the train arriving, I had time to walk past it to the north while it was standing and get another photo of it leaving. The big Pacific really dug in to get that long train moving and, under a great cloud of black smoke, stormed out of town.

With the train under way, we took off after it. Congestion north of Boston wasn't what it is today, but neither were the roads—all of which were unfamiliar to us. There would be another stop at Lawrence, but we knew we couldn't beat the train there, so we pressed on toward Haverhill with the hope we'd find a suitable location before 3713 caught up to us. Hastings was driving as fast as conditions would allow, with one eye on the road and the other on a map tucked up under the sunvisor over his head—at least I hoped he had one eye on the road. Finally, tracks came into view (we hoped they were the *right* tracks), and we started to look for a good photo location. It was all pretty nondescript, but finally we saw a road overpass—one of those black iron-truss affairs with stone abutments close to each side of the two tracks. We slid to a stop and ran up on the bridge only to see a smoke plume rapidly bearing down on us from the south.

The location was terrible. The lighting was dead behind the train, with all sorts of clutter around, and the tracks were down in a cut. To make matters worse, 3713 was coming like the hammers of Hades on the near track, so there was little space between me and the train. Worst of all, there was no time to look for a better spot! What to do—wave at the engineer as he stormed past, or try a "Hail Mary" shot? I chose the latter—perhaps an "action" shot would be worth a try, and this would surely be action! I ran just off the bridge, quickly set the front shutter on my Speed Graphic at 1/25th of a second, stopped down to about *f*22, removed the dark slide, and waited—it would only be about 10 seconds!



TWO PHOTOS: JIM SHAUGHNESSY

B&M 3713 rockets through the Haverhill cut toward Portland, where men greased her rods with hand tools.

The great locomotive came bursting out from under the bridge like a rocket with a cloud of smoke behind. I panned the camera, following the headlight in the viewfinder the best I could and squeezed the shutter release. After the dust settled, Hastings asked, "Did you get a shot?" I answered that I took one—what I got was another question!

We shook the cinders out of our hair, got back in the car, and proceeded up to Dover, N.H. There we found the 3713 stopped by the station, surrounded by throngs of onlookers. We made a few exposures there and continued north to scout some other locations and finally ended up in Rigby Yard, in South Portland. Here the 3713 would be serviced and turned for the return trip to Boston.

Steam had not been serviced at Rigby for years, and the coal tower was gone. A conveyor had been rigged up to load the tender; fire hoses brought water, and the familiar clatter of the alemite pneumatic grease guns was absent, replaced by three laborers with small hand-operated tools.

With servicing completed, 3713 was turned on the turntable and then backed across the Fore River trestle to the great Portland station that served B&M and Maine Central, about 2 miles north. Hastings and I started south to find a good location for what would be our last sight of the great lady. This turned out to be a view of her crossing the tidal salt flats just north of Old Orchard Beach. After a moment's reflection, we headed west for home.

The next day in the darkroom, I anxiously awaited the results of the expedition as the timer ticked off the minutes of the development time. As the fixer cleared the negative, the image of that hurtling mass of steel took shape and that moment at Haverhill was frozen in time before my eyes. It was almost as thrilling as being there again!

Even better, 3713 is still with us, and has a bright future. F. Nelson Blount bought her for $1 from the B&M in 1961 for his collection of engines that became Steamtown USA. After a time at Steamtown's North Walpole (N.H.) enginehouse, she was displayed outside Boston's Science Museum during the years 1969-1983. When the museum needed space for expansion, 3713 returned to Steamtown, which had moved to Scranton, Pa., and become a unit of the National Park Service. In 1997, the Lackawanna & Wyoming Valley Railway Historical Society and Steamtown formed a partnership and are cooperating in the process of restoring the locomotive to active service.—*Jim Shaughnessy*

Port Jervis

A place to watch trains

In August 1957, two boys discovered the enduring charms of a railroad town

By Karl Zimmermann

ORT JERVIS, N.Y.: railroad town and, before that, canal town. Gritty city, and a place where things come together—states, rivers, and transportation arteries.

Port Jervis nudges up against the Delaware River, on the New York side. Across the river, in Pennsylvania, is Matamoras, where the rails of the Milford, Matamoras & New York once went to die, abandoned in 1905 without getting anywhere near their unambitious destination. Just south of "Port" is the New Jersey border. To the north, beyond Mill Rift, where the New York & Erie Railroad bridged the Delaware in 1848, the river flows beneath craggy Hawk's Nest, a looming rock outcropping that provides one of the most scenic stretches of an altogether scenic river.

East of Port Jervis the Shawangunk Mountains hump up; the former NY&E main line drops off their shoulders, down a 1 percent (factored) grade that swings through Shin Hollow and Black Rock Cut and Rundle's Curve, a helper district in the days of steam. The Neversink River joins the Delaware at Port Jervis; once, along the banks of the Neversink, the Monticello & Port Jervis Railroad (later the Port Jervis, Monticello & New York, which became part of the New York, Ontario & Western) came to Port. And even before the railroad, the Delaware & Hudson Canal took that route.

For seven decades this canal—a conduit for anthracite from Honesdale, Pa., to Kingston, N.Y., on the Hudson River—ran through Port Jervis's downtown; in fact, the town had been laid out by the canal company and, in 1826, named for its chief engineer, John P. Jervis. The New York, Lake Erie & Western (NY&E successor, as of 1878) once had two turntables in Port Jervis, and two roundhouses, one of them fully circular. As late as 1922, the Erie Railroad (as it officially became in 1895) employed some 2500 citizens of the city and surrounding area. Port Jervis was a division point, where the New York Division and Delaware Division met (though technically this occurred at Sparrowbush, 2.5 miles to the west, where the railroad crosses from the New York shore to the Pennsylvania side).

By the time I made my first visit to Port, in August 1957, this once-thriving railroad center was fast becoming a shadow of its former self, and the Erie Railroad was hastening toward its 1960 merger with the Delaware, Lackawanna & Western, having recently abandoned its Jersey City passenger facilities in favor of DL&W's Hoboken Terminal (except for Northern Branch trains, which would follow shortly). However, Port Jervis's handsomely Victorian, red-brick depot of 1892, with Delaware Division offices on the second floor, still stood (as it does today, now beautifully restored and housing a museum along with various commercial establishments). There Roger Cook and I disembarked—a pair of young teenagers on one of their first railroad adventures. We'd ridden north 66 miles from suburban Ridgewood, N.J., on train 1, the *Erie Limited*. This Hoboken-Chicago train, the Erie's best, was at once stylish and modest, with a substantial complement of head-end cars—and a timecard listing over 50 station stops to service them.

In 1957 the *Erie Limited* (which had been inaugurated in 1929) took the better part of 24 hours for its leisurely trek from the Hudson River to Lake Michigan (and New York City passengers who caught the connecting motor coach at Rockefeller Center could add another 50 minutes to that). Pennsy's *Broadway Limited* and New York Central's *20th Century Limited* were making the New York-Chicago run in 16 hours,

THREE PHOTOS: KARL ZIMMERMANN

In August '57, PA-powered locals 60 and 55 stand at Port Jervis' brick station, awaiting the arrival of the eastbound *Erie Limited*, behind two E8's. Four years after the EL merger (opposite), PA 856 is just in from Hoboken with a local.

which explains why the Erie never was a major player in this passenger market. Perhaps wisely, then, Erie management had chosen not to make the major commitment to lightweight trains that typified postwar thinking among railroad executives. All told, the Erie purchased just 13 lightweight sleepers, plus some lightweight head-end cars. For coaches, diners, and diner-lounges, rebuilds would have to do.

This was true for the *Erie Limited*; the only slightly less prestigious *Lake Cities*, Nos. 5 and 6, which ran on a schedule essentially reciprocal to the *Erie Limited*'s, with an evening departure from Hoboken and a morning arrival; and the head-end-heavy *Pacific Express* and *Atlantic Express*, Nos. 7 and 8, accommodation trains that left and arrived both Hoboken and Chicago more or less in the middle of the night.

Journey of discovery

So when the *Erie Limited* had pulled into Ridgewood's handsome tile-roofed, mission-style station just after 10 o'clock on that August 1957 morning, we climbed aboard a

ROGER COOK

KRAUSE STUDIO PHOTO, EL HISTORICAL SOCIETY COLL.

TWO PHOTOS: KARL ZIMMERMANN

A steam-era view shows the passenger station (middle right in photo), the big roundhouse, and, in the distance, an eastbound freight at the base of the Shawangunk Mountains. In October 1957, RS's idle at the disused coal silos. EL NW2 442, a former Erie unit, switches at the east end of the yard in 1970.

1000-series rebuilt heavyweight coach—a substantial, good-riding vehicle with air conditioning and broad windows. Our power, which we'd eyed closely as it rolled by, was a back-to-back pair of E8's in the fetching two-tone green passenger scheme introduced with their arrival on the property in 1951. (Beginning in 1954, long-distance passenger stock and some of the road's Alco PA's also received that scheme; previously, the cars had worn plain olive drab and the locomotives the winged yellow-and-black freight scheme that many would carry right into the Erie Lackawanna merger.)

Through Hohokus we rode, and Waldwick and Ramsey, to Suffern—just into New York State and the end for many commuter runs. Then on to Tuxedo, birthplace of the dinner jacket, and Goshen and Middletown on the passenger line (the original NY&E main), and then down into Port Jervis.

At Port, we clambered off our coach and hustled to the head end, past a long string of baggage cars and express reefers, to watch the E8's being fueled and watered. By 11:40, just 10 minutes after arrival, hoses were down. With two abrupt shouts on the lead unit's chime horn, the engineer notched out the throttle and got No. 1 moving. Baggage cars clattered by, a few 1000-series coaches, a diner-lounge, and a single 10&6 sleeper as the train headed west, past the engine terminal and under the iron truss bridge that carried West Main Street across the tracks before disappearing into the freight yards to the west.

After the departure of the *Erie Limited*, Port fell into a midday lull. With no trains moving, we trudged past the nearly empty coach yard and down to the engine terminal to see what might be on hand—two A-B-B-A sets of F units, as it turned out, an FT and an F3 (No. 714, which had been acquired from the recently abandoned New York, Ontario & Western). Erie dieselized systemwide by 1954, but steam had left Port a few years earlier, and its appurtenances were fast disappearing. The six concrete coal pockets still straddled the ready tracks (they stand yet today), but the structure was essentially derelict, sans the wooden conveyor housing that once bridged its top. One turntable remained (the second had gone many decades before), and a substantial part of its roundhouse, although this structure was much diminished from it days as a full circle. At one end of the roundhouse was the crew caller's office. (Though the roundhouse was torched by an arsonist in 1987 and pulled down the following year, the turntable has been restored. It turned Ross Rowland's Chesapeake & Ohio 4-8-4 on its numerous excursions from 1996 through 1998.)

Back at the depot and hungry, we crossed Jersey Avenue to Kay's Lunch in the Flatiron Building, an eccentric, diminutive wedge of red brick squeezed between Jersey Avenue and Front Street. We sat at the counter (since there were no tables in this tiny establishment) and chatted with the short-order cook—who, as it turned out, was a former Erie man who had once fired 2-10-2 pushers out of Port. Dieselization brought the end of the pushers, and he had been laid off.

We wolfed our hamburgers so we wouldn't miss the 1:27 departure of No. 58, an eastbound local for Hoboken: a GP7 with a baggage car and three of Erie's ubiquitous "Stillwell" coaches. This train was one of four locals then operating east from Port Jervis on weekdays. (There were five westbounds, including a 5 a.m. Hoboken departure that brought the New York newspapers to towns and cities all along the New York Division.) One of the locals had special cachet; called *The Tuxedo*, it offered a relatively early Hoboken departure and late arrival there, as befitted the privileged clientele of the moneyed enclave of Tuxedo Park. The train carried a subscription parlor car for their delectation.

In summer, one of the Port locals was extended west the length of the Delaware Division, to Susquehanna, Pa. This train, which we'd see that afternoon in both directions,

ROGER COOK

Near the end of the Erie Lackawanna's 16-year existence, F7 6361 and U36C 3321 stand at the Port Jervis engine terminal on an October 1973 night.

served the lushly scenic resort area along the Delaware River that the railroad promoted as "Erie Summerland, vacation country supreme." In addition, there was a pair of weekend-only trains to Deposit, N.Y., where the railroad left the Delaware (after following it for 89 miles from Port Jervis) to begin its steep climb to Gulf Summit and then cross handsome, leggy Starrucca Viaduct—built of stone in 1848, and an extraordinary monument—en route to Susquehanna. One left Hoboken on Friday evening and the other Saturday morning. Both returned on Sunday afternoon.

The engine terminal was always jumping

The scenic attractions of the Delaware that proved a magnet for vacationers also helped make Port Jervis a mecca for rail photographers. Just a few miles out of town, the line crosses the Delaware at Mill Rift on what was always known to railroaders as "Bridge No. 2"—odd, since there apparently was no Bridge No. 1. (Solution to the mystery: Nearly adjacent Bridge No. 1 had crossed the D&H Canal and was removed when the canal fell victim to railroad competition and was closed and filled around the turn of the century. It was the canal's prior presence on the New York shore that had forced the New York & Erie to jump to Pennsylvania at Mill Rift—in direct violation of the NY&E's charter, which had stipulated that it be built entirely in New York State.) The tracks then run through the spectacular Hawk's Nest area, around a broad Curve at Pond Eddy, and across the Lackawaxen River, near the spot where D&H Canal (and later Brooklyn Bridge) engineer John A. Roebling's suspension aqueduct carried the canal across the Delaware. (The historic span survives as a vehicular bridge, the role it's filled since the canal's abandonment.) Narrowsburg, Cochecton, Callicoon, Long Eddy, Lordville, Hancock: all are modest (some *very* modest) riverbank settlements of definite charm.

The scenic attractions of the Delaware helped make Port Jervis a mecca for rail photographers.

Over the years I would come to know them all. But on that August day in 1957 I was 13 and carless, so the attractions of Port Jervis itself had to suffice, which they surely did. After lunch we were back at the engine terminal again when A-B-B-A F7 set No. 711 appeared from the eastbound freight yard—known as Yard C, one of three yards that were part of the expansive complex at Port Jervis. (Yards A and B served westbound traffic.) Yard C included a hump, which had been used primarily to classify coal off the Wyoming Division, a line probing eastern Pennsylvania's anthracite region. Said to total 70 miles of track at their peak, the freight yards at Port were impressive; even in the 1950's, one thousand cars and more would move east on a good day.

After a short stay at the fueling racks, 711 returned to the eastbound yard, to emerge not long afterward with a freight in tow, perhaps NY-98 bound for Croxton Yard in Jersey City. Then sister A-B-B-A set No. 712 appeared, recently off an eastbound, and in its turn fueled up in the terminal, where it was joined by a pair of freight GP7's.

And as the afternoon wore on and the sun dropped, bathing the scene in the low light endearing to photographers, activity around the depot picked up. First, at 4:20, local No. 60 arrived from Susquehanna behind yellow-and-black PA No. 860—pulling in on the No. 3 track, where it would wait for 50 minutes, until train 2, the eastbound *Erie Limited*, came and went. (No. 60 was delivering local Delaware Division trade to No. 2, from which it would pick up passengers for local New York Division stops.) At 4:36, Susquehanna-bound train 55 from Hoboken arrived on track 1, powered by another

KARL ZIMMERMANN

F7 7094 leads a westbound freight at WX, the extreme west end of the yard, in June 1973. The formidable Shawangunk Mountains rise in the distance.

PA. And just minutes later No. 2 rolled in behind green E8's, splitting the two locals. (No. 832 was on the point; Erie always faced its even-numbered E8's east and odd-numbered west.) Three live trains at once at the Port Jervis depot—nothing to sneeze at.

Almost at once this assembly began to disperse, as 55 headed west for Susquehanna at 4:45. At 4:53, No. 2 rolled east toward Hoboken, followed at 5:10 by No. 60—the local, with us aboard. This time we rode one of Erie's emblematic Stillwell coaches, riveted steel workhorses that lasted all the way to 1974. They would make their final stand on EL's Hoboken-Port Jervis locals, which by then had dwindled to just two round trips on weekdays and one on Saturdays. The cars followed a design that electrical engineer Lewis Buckley Stillwell had created in 1908 for the Hudson & Manhattan Railroad, the "Tubes" that connected Manhattan with Hoboken, Jersey City, and Newark.

Erie began acquiring Stillwell cars in 1915; at that time, then-president Frederick D. Underwood, impressed with the success of the Erie's electrified, interurban-like Rochester-to-Mount Morris line in upstate New York, planned to electrify the New York Division all the way to Port Jervis. The juice project never panned out, but the railroad liked the cars. By the time the last order was completed in 1934, the fleet numbered 398 coaches and 10 combines. The early cars had elegant arched windows, while the last order included 50 "semi-suburbans," equipped with traps, vestibule doors, and diaphragms—equipment that the other cars, intended for local or commuter service, didn't receive. Stillwells were used across the system, and the semi-suburbans turned up on trains from the *Erie Limited* on down.

I knew little or none of this as a 13-year-old, of course, as I rode home in the late afternoon from my first visit to Port Jervis. Many other trips to Port would follow—one just a few months later, arranged and accompanied by my father, in the cab of the *Erie Limited*'s E8 on the way up and aboard local No. 58's RS3 on the return. Most were in the EL years, however, with Port's importance declining at the same time that my knowledge of it grew.

Diesels and merger, decline and fall

Like other railroad towns across the country, Port Jervis had been dramatically diminished by the passing of steam. The number of engines (and thus engine crews) dropped precipitously with the capacity of diesels to run in multiple. In steam days, at division points such as Port, freight power typically was cut off and brought to the engine terminal for servicing; often it was changed. Either way it was a time-consuming process. An unusual exception to this practice is recalled by Bob Collins, long-time operator on the Erie who began work as a New York Division dispatcher in Jersey City in 1953. At Port Jervis, on occasion, NE-98, a hot Chicago-Maybrook, N.Y., train with traffic for New England, would be routed right down the passenger main to the depot, where it would take water at the plug and then be off. Also to address delays, the railroad introduced the "New Pit" on the eastbound side of the freight yard. Road power could be watered and inspected there, rather than having to cross the main to the engine terminal, while a yard switcher worked the train.

Like other railroad towns, Port Jervis was dramatically diminished by the passing of steam.

An additional dimension of the impact of dieselization at Port was the elimination of the steam-era helpers that pushed trains east into the Shawangunks—to FX, where the low-grade Graham Line for freight came in from the east,

RAY THRELFALL

Seen from the Port Jervis station platform, Second NY-100–EL's premier UPS piggyback train–makes a run for the grade east of town in September 1974.

joining the passenger line, which was the original main. Heavy trains would draw a pair of 2-10-2 pushers. Helpers were phased out as diesels arrived, though they coexisted for a time with EMD's relatively low-horsepower FT's, the first freight units on the property.

The demise of the pushers left enginemen to flip hamburgers or find similar work around town. The roundhouse, once a gloriously full circle, shrank as servicing and running repairs on steam were no longer required. By the early '50's it was virtually redundant, though it took three decades and an arsonist to finally bring it down. The machine shop and car shop had been closed, leading to more attrition in the labor force. By the time of the 1960 merger with the Lackawanna, railroad employment in Port was down to about 300—a loss of some 2200 jobs in four decades.

If dieselization was hard on Port Jervis, the merger proved to be no bargain either. The most immediate negative change was in passenger operations, with both the *Lake Cities* and the *Erie Limited* (which became the *Erie-Lackawanna Limited* and later the *Phoebe Snow*, with its noted observation cars restored) shifted in spring 1961 to the Lackawanna side via Scranton. This left just the maids-of-all-work *Atlantic Express* and *Pacific Express* running via Port Jervis, plus Hoboken-Binghamton locals 21 and 22, which connected with the *Phoebe Snow*. Freight traffic, on the other hand, held up well on the Erie side for nearly a decade, partly because access to the lucrative New England business through Maybrook came via Port Jervis and the Graham Line.

But in spring 1974, when the New Haven's Poughkeepsie Bridge across the Hudson River burned, a final blow was delivered to the New England freight traffic that had once been critical to the Erie and to Port Jervis's importance as a classification yard. Typically, the majority of freight routed through Port was bound for New Jersey and New York, but New England traffic via interchange with the New Haven at Maybrook was only slightly less important. Symbol freights such as NE-98 and NE-74 were operating staples of Erie and EL for decades. The fire was the last straw in a traffic decline that had begun with New Haven's forced inclusion in Penn Central on January 1, 1969.

Lost New England traffic had encouraged a management decision in the early 1970's to downgrade the Delaware Division (in EL days, actually the Delaware Subdivision of the Susquehanna Division), with much of it being single-tracked. The closing in 1980 of the Ford automobile plant in Mahwah, N.J.—a huge traffic generator, with parts in and automobiles out—was also devastating.

What was once Erie had become Conrail in 1976. In 1983, surprising New York, Susquehanna & Western (by then part of Delaware Otsego) began running haulage trains through town, then Sea-Land stack trains in 1985. Finally, in 1999, Conrail gave way to Norfolk Southern, which currently runs two or three round trips daily on average, with the Susquehanna running a like number. Though some crews still change at Port, the yard tracks—those that remain—are empty and derelict.

On the other hand, with seven round trips on weekdays, local passenger service from Port Jervis to Hoboken, operated jointly by Metro-North Railroad and NJ Transit, is far more frequent than in EL days. So the railroad is not entirely history at Port Jervis, the way the D&H Canal is. But it's a far cry from what it was in the 1920's, when the roundhouse was truly round and when a work force of 2500 kept Erie's trains on the road. ■

KARL ZIMMERMANN is a veteran freelance railroad author. His most recent book, Magnetic North: Canadian Steam in Twilight, *was written with Roger Cook, whom he thanks for his help with this story. Robert F. Collins, Robert E. Mohowski, and Rich Taylor also assisted, as did Peter Osborne, executive director of the Minisink Valley Historical Society.*

Great Photographers

Colorado and beyond
with Dick Kindig

Big steam to narrow gauge, this Denver man caught it all

By John Gruber • Photos by Dick Kindig

"I DON'T HAVE ANY favorite photos anywhere, and I don't have a favorite railroad," Richard H. "Dick" Kindig says with a smile. "I maybe have 600 or 700 favorite photos. I can't list those for you; there are too many of them. I like them all."

Seated in an easy chair in the living room of his small, comfortable home in Denver, 83-year-old Kindig talks easily about his years as a railfan photographer, specializing in Colorado and Wyoming subjects. "I have 10,000 or 12,000 negatives, in that range. I counted them at one time, but I haven't counted them for a long time."

He is best known for his magnificent action views of steam locomotives laboring in the moun-

Under a magnificent plume of steam, a Union Pacific 4-8-4 wheels the 17-car *Portland Rose* east of Huntington, Ore., on January 1, 1938. Kindig often traveled with friends when he was outside Colorado and Wyoming; here, he was with Hank Griffiths, of Boise, Idaho. In a portrait by Guy Dunscomb, of Modesto, Calif., Kindig supports his Graflex/Retina camera combination with a unipod.

tains. "Smoke was better, of course," he says. "If there was scenery, I thought it looked better with scenery. But I would take photographs even out in the flat country." In his busiest years, 1938 to 1940, big steam was reaching its crest and Denver-area narrow-gauge lines were shutting down.

Widespread recognition of his photographic skills began with a profile in March 1941 TRAINS titled "Denver Railfan." The article noted he recorded "railroading with an eye for action and beauty" and "knows the country and does not let many of its picture possibilities slip by."

Kindig was among 12 photographers featured in TRAINS' "The Man Behind the Camera," in March 1957. "I like to ride trains, no matter what the power," he remarked in a short biographical sketch.

The Railway & Locomotive Historical Society honored him with its railroad history award for photography in 1984. "His composition, enhanced by the postcard-size horizontal format, has always been stunning," William L. Withuhn, awards committee chair and curator of transportation at the Smithsonian Institution, wrote. The certificate hangs in Kindig's living room, surrounded by a selection of his photos.

Getting started

Kindig made his first photos in 1934. "I was at the Chicago World's Fair, and I took a picture of an engine or two there." After that, they were

The slow-moving Rio Grande Southern was a southwestern Colorado favorite. Here, a 13-car northbound freight with D&RGW 2-8-2 455 up front and RGS 461 helping crosses the Upper Gallagher trestle on Lizard Head Pass at 10 mph on June 7, 1951.

Near the west end of the Denver & Rio Grande Western's narrow-gauge empire, 2-8-0 361 emerges from the Black Canyon of the Gunnison River near Cimarron, Colo., on June 29, 1939. Engine 361 was built by Baldwin in 1900 and retired in 1951.

mainly in Colorado or Wyoming.

"I just took my dad's camera, a 116 size Kodak, to Cheyenne when I went on the train there. I used to go to Cheyenne fairly frequently. There was a lot more railroad activity there than in Denver, and I took pictures both at the [Union Pacific] station and the Burlington yards. Once in a while, I went over to Laramie. I liked Laramie, too, because there was quite a bit of activity. They sometimes changed engines there, so I had more variety. Green River also was great, but it was farther away."

Kindig's father worked for the Union Pacific, which was a boon to the young photographer's mobility. "I was on an annual pass, my dad [C. A. Kindig] being a railroad conductor. Family members who were dependent were allowed to use the pass, so that gave me a low-cost way of getting around. Dad worked mostly from Denver to Cheyenne, sometimes to Green River, from about 1914 to 1945."

Another Denver photographer, Otto C. Perry, introduced Kindig to the Rio Grande Southern, Colorado & Southern, and Denver & Rio Grande Western narrow-gauge operations. Kindig casually talks about a trip on the C&S in Clear Creek Canyon on August 27, 1937, as if it were yesterday.

"I went down to the C&S yards early in the morning, and they had a three-engine train getting ready to go. I got on the caboose, and introduced myself to the conductor. We got out of town, stopped at Golden for water. Then the

Kindig's busiest years were 1938-40 as the narrow-gauge lines were closing in the Denver area. Colorado & Southern 70, a 2-8-0, moves a short train across the famous High Bridge of the Georgetown Loop at 5 mph on May 14, 1938. The C&S quit the following year, but the Loop has been rebuilt for tourist trains.

brakeman said, 'Would you like to ride on top of the caboose?' It was a very friendly crew. 'Most certainly,' I told him. I got several pictures that day."

One locomotive was on the head end, with two helpers cut into the train toward the rear. They went as far as Forks Creek, where the crew separated the train into two sections. One line went to Black Hawk, the other to Idaho Springs, Georgetown, and Silver Plume.

"They were late starting from Denver. They told us, 'This is going to take all day. We won't be back until after midnight. Would you like to ride back down to Golden on the helper?' I had hardly ever ridden on a steam engine in those days, so I grabbed that opportunity," Kindig recalls.

"The RGS I liked pretty much, because it went quite slowly. You could get a shot, and run around the train, and get another one or a whole series sometimes. That was some of the most scenic country in Colorado, the San Juan country in southwestern Colorado. But I liked the Rio Grande narrow gauge, too. I got in toward the end of the C&S narrow gauge, so a number of my shots are of the abandonment and dismantling operations."

Kindig purchased his first Graflex, with a high-speed shutter, in 1937. "It was what I wanted because of the action shots. My little Kodak only had a 1/100th-of-a-second shutter. UP was moving two feet in a 100th of a second; it would spoil the shot.

"The Rio Grande Southern fiddled

Two views from June 17, 1950, show Santa Fe's westbound *Grand Canyon Limited* crossing Raton Pass. Below, 2-10-2 1645 helps train 123's Alco PA diesels upgrade near Wootton, Colo. At bottom, the 15-car train drifts downhill near Lynn, N.Mex., while an eastbound passenger train climbs in the distance.

Dick Kindig

around at 15 or 20 miles an hour most of the time. I didn't have to use 1/1000th shutter on that." But it was necessary for most other action photography. (Kodak quit making postcard size black-and-white roll film for his Graflex in 1971 or '72. The 3¼ x 5½ inch format fit Kindig's ideal proportions for action shots.)

Before Kindig stopped making black-and-white photos, he had worn out six or seven Graflexes. All had been purchased used—the model 3A was last manufactured in 1926.

Kindig experimented with an early color film, Dufaycolor, in 1937. He started with Kodachrome in 1939, the year it became available in slide mounts, and what little shooting he does today is with Kodachrome.

"I rigged up a deal to attach my Kodak Retina to the Graflex, so I could shoot both a 35mm slide and a postcard negative at the same time. It was not a synchronized thing. I had to shoot with both my right and my left hand. That was especially good for action shots cause I could get them both at once."

Railroads in the Rockies, and beyond

"I liked the UP especially, since my Dad worked for them. I liked their 7000-class passenger engines, their 9000-class 4-12-2's (they were big engines), and their Malleys. The Challengers were the first new engines I ever saw. I got one of them at Cheyenne in September 1936, and it said 'Septem-

ber 1936' on the builder's plate. I got it the same month it came out!

"I liked Rio Grande, too. Of course, Rio Grande was more convenient. I shot it quite a bit. I would go up on the Moffat line. Both Denver & Salt Lake and Denver & Rio Grande Western engines were up there. There were no radios or anything in those early days. I just went and waited. I knew about when passenger trains would come along, but freights were just chances. Some were on a rough schedule, but it was very unpredictable. They just showed up."

Kindig also photographed the Santa Fe in New Mexico, especially on Raton Pass with its 3.6 percent grades. "Sometimes they would triplehead passenger trains, and they would have three or four engines on freight trains. I always liked all those engines on one train."

Southern Pacific was a tempting subject, but not as close to hand. "To the west, Ogden [Utah] was the closest; to the south, Tucumcari was. I went down there because Jerry Best wanted me to go. Jerry, a photographer in California, was a very good friend of mine. I went down [to Tucumcari] to shoot the 3800's when they came out. They were a 2-8-8-4 coal-burning locomotive, cab to the rear—unusual to the SP.

"I liked action as well as stills. From Jerry I got the idea of trying to get every engine in a series, as far as you could. It worked pretty well for a small series like 10 engines. But the UP 9000's, there were 88 of those; I finally got them all, but oh boy, that was a bat-

UP 9506, one of the road's unique three-cylinder 4-12-2's, heads west out of Green River, Wyo., with 102 cars at 20 mph on November 6, 1937. Green River was a long trip for Kindig—414 miles west of Denver—but it was worth it for scenes like this.

Kindig captured UP No. 7002 at Cheyenne in July 1937 on Dufaycolor film. UP shrouded the 4-8-2 in April '37 for use on the Cheyenne-Ogden leg of the streamlined *Forty-Niner.* The Mountain type was built in 1922 and carried the shroud until 1942.

With a Vesuvian display of exhaust, Rio Grande 4-6-6-4 3702 leads a westbound up Solder Summit near Kyune, Utah, in June 1947. Pushing on the rear of the 47-car freight are 2-8-8-2's 3402 and 3509, their smoke visible from just around the bend.

tle. It took me 15 years before I finally got the last one. They were all over the system. I just took them when I encountered them. I used to keep a little notebook to keep track of which ones I had and which ones I still needed."

The Baltimore & Ohio also caught Kindig's interest. "During the war, they got some big 2-8-8-4's, the EM-1 class. I liked the looks of those. My friend Bruce Fales sent me pictures of them while I was in the service. So after the war, I went back there a couple of times and shot some of them. They were magnificent engines. But I had to travel halfway across the country to get them."

Kindig never was exclusively a Western fan, but most of the time he photographed Western railroads. "When I went on a vacation, I often went by train. I went to California 15 or 20 times. I rode the *California Zephyr* a lot. That was one of my favorite trains, along with UP's *City of St. Louis*."

He went to the Pacific Northwest to visit a good friend, Henry R. Griffiths, at Boise, Idaho. "That was interesting. They have some fine mountains there, the Blue Mountains of Oregon."

Friends of Kindig's came to Colorado to make photographs in the mountains. Quite a few are gone: Griffiths, Frank Peterson of Los Angeles, Ed Haley of Denver, Preston George of Oklahoma.

Kindig worked for the Bell System's Western Electric for 39 years, from 1936 to 1976. "I didn't finish the 40th year. I retired when I wanted to. I enjoyed working for them. It was a good job. I

Near Red Cliff, Colo., in April 1938, Rio Grande's *Scenic Limited* climbs toward Tennessee Pass behind 2-8-8-2 3604 and 4-8-4 1803. On the Denver & Salt Lake (opposite page), D&RGW 2-8-8-2 Mallets 3410 and 3405 approach Pinecliff, Colo., in June 1939, with a freight for Salt Lake City via the Dotsero Cutoff.

was a switchboard inspector, doing technical electrical work. Maybe that's why I didn't become a model fan. Model railroads can be pretty technical; they have a whole lot of electric wiring. That's what I did at work, so I didn't want to come home to do that.

"Photography was a totally different approach to the railroads. That's why I preferred it. I took pretty much what came along. I was interested in the streamliners when they came out. I shot a few of them. I was never really crazy about diesels, but I liked almost anything on rails. I took Denver streetcars, narrow- and standard-gauge interurbans, as well as trains."

Looking back

Kindig's first photo in TRAINS, a shot of doubleheaded Rio Grande 4-8-2's westbound out of Salida, Colo., appeared in the magazine's first issue, November 1940. Occasionally, his photos appeared in a model magazine or books by S. Kip Farrington or Lucius Beebe. "We were reasonably good friends. Beebe came to Denver, once on his private car, but usually on regular trains."

Today, Kindig's photos frequently appear in calendars, especially those by Charles Ditlefsen's Cedco. "That was unexpected. I didn't have that in mind at all when I took them, but I'm glad to have my pictures out where people can see them."

In addition, he served as a trustee for the Colorado Railroad Museum in Golden from 1970 to 1994. He pre-

Kindig visited a classic B&O location, Cranberry Grade, on September 28, 1948. Near Amblersburg, W.Va., EM-1 2-8-8-4 7625 is pulling a 54-car coal train east at 10 mph with rear-end help from 2-8-80 7109 and 0-8-8-0 7046. The Denver resident rarely traveled east, except to photograph the B&O's famous EM-1's.

Dick Kindig

pared the biographical sketch of his friend for the book "Otto Perry: Master Railroad Photographer" (1982, Colorado Railroad Historical Foundation).

What does Kindig regret? While in the service, he missed the busy wartime rail operations in the U.S. "Of course, it was harder to shoot then, because people sometimes thought you were a spy if you were out taking pictures of trains. I was in Calcutta, India, halfway around the world. There I could shoot trains—nobody paid any attention. I was in the Air Force, but I was never in a plane. As soon as they found out I worked for the Bell System, they put me in a telephone exchange at Hastings Air Base; they didn't want me to be flying."

Kindig did his own thing. "I spent my spare time, weekends, vacations, and holidays, chasing trains," Kindig continued. "I paid for it myself. Nobody subsidized me, so I just went out and took pictures because I liked it."

Did he enjoy the experience? Kindig answers quickly: "Sure did. Certainly, I had a fine time taking pictures, it's just that I don't have the energy for it anymore. It's more like work now. It was fun then. I rarely take them now. There are a whole bunch of good photographers now." ■

JOHN GRUBER, of Madison, Wis., is a contributing editor to CLASSIC TRAINS *and president of the Center for Railroad Photography and Art. A longtime contributor to* TRAINS, *Gruber, also served as editor of* Vintage Rails *magazine.*

City of Memphis

The budget streamliner

NC&StL couldn't wait for a spiffy new passenger train, so in 1947 the Dixie Line built its own

By George Rieves

AT WAR'S END IN 1945, THE Nashville, Chattanooga & St. Louis Railway was a proud, prosperous 1000-mile carrier forming the central link in several Midwest-Southeast routes, notably the "Dixie Route" for several Chicago-Florida passenger trains operated in conjunction with other carriers. The Dixie Line had a reputation for stretching a dollar, but it also wanted to provide first-class passenger service to meet the burgeoning postwar demand, especially on its own 237-mile line between Memphis and Nashville.

The NC&StL already offered eight-hour service with its venerable *Volunteer*. But the old train was equipped with 1920's-era cars battered by the demands of wartime service. So President Werter S. Hackworth gave Superintendent of Machinery C. M. Darden his marching orders: upgrade service on the Memphis-Nashville run. The solution in 1947 was the new streamliner *City of Memphis*.

Buying brand-new equipment was out of the question. The huge demand for new streamliners had forced established builders such as Budd and Pullman-Standard to quote waiting times of three or four years for a new streamlined train. That was too long for NC&StL. The old *Volunteer* wouldn't last that long.

But in Darden, the railroad had an ace up its sleeve. His expertise as a designer and innovator had been proven by his work on NC&StL's sleek J3-class 4-8-4's, delivered 1942-43 by Alco and officially designated Dixies, but better known as Yellow Jackets and Stripes for their streamlining details. He also helped design the railroad's predecessor J2 4-8-4's, which introduced cast frames and cylinders and Timken roller bearings to the NC&StL.

To the railroad's West Nashville shops went the assignment to build a new train. The mechanical department located six old 12-wheel Pullman sleepers and the crews went to work, ripping out old fittings and slicing off the traditional clerestory roof. Stripped to shells, the six-axle cars took on a snappy, modern look as a rounded roof was installed and broad "picture windows"

The *City of Memphis* shows off its clean lines and crisp paint scheme in a publicity shot (top) taken for the train's debut. Contrasting views of the 535 (right) show the 4-6-2 in 1940, with capped stack, spoked lead-truck wheels, and Vanderbilt tender, and how it looked after streamlining, in a photo taken at Bruceton, Tenn., on December 28, 1947.

NC&StL

TWO PHOTOS: JAMES G. BOGLE

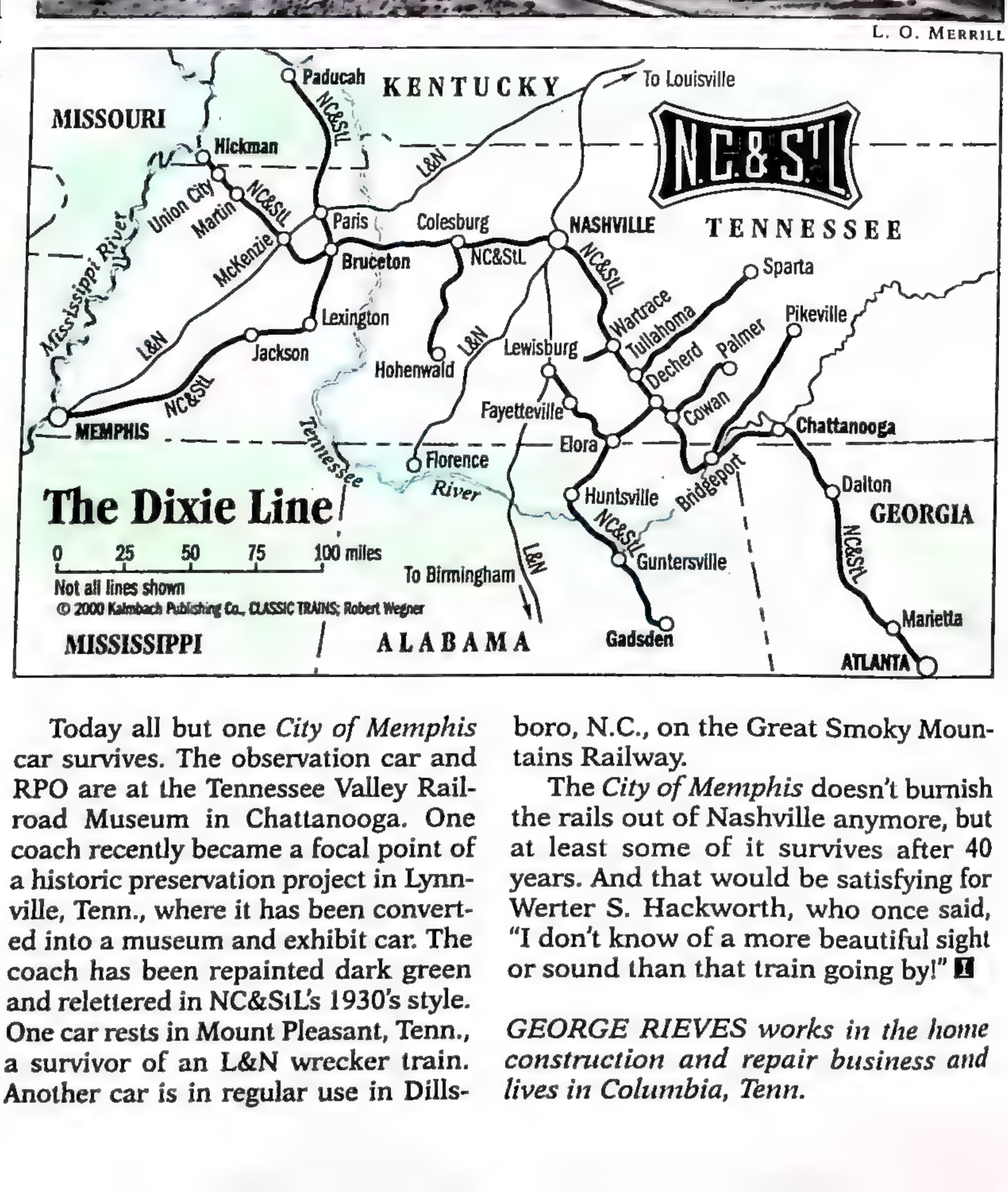
replaced old-style open windows. New air-conditioning made sash-type windows unnecessary. Fiberglass insulation was packed into the walls, and interior walls were covered with fiberboard, a stand-in for scarce aluminum or stainless steel. Modern rubber foam cushioned seats replaced old straight-back plush seats.

While NC&StL's shops could not match Budd in stainless-steel glitz and technology, they excelled in making the most of cheaper materials. The old six-wheel trucks were refitted with Hyatt roller bearings. Employees put wood doors with chrome frames in the ends of the cars; "City of Memphis" was inscribed on them at floor level. All these improvements helped lighten the cars, which surely made life easier for the train's designated power, K2-class 4-6-2 No. 535, a 1913 Baldwin christened *Marie* after the daughter of a former engineer. With its 72-inch drivers, the 535 was a fast runner, but its performance improved after it was streamlined and rebuilt with Timken roller bearings, integral cast frame and cylinders, and mechanical lubrication. A lightning-striped 12-wheel tender patterned after the ones used on the Yellow Jackets allowed longer intervals between fuel and water stops.

Suddenly, West Tennessee had a new streamliner. Maybe it was shy of the elegance of the *20th Century Limited* or the dash of the *Super Chief*, but for a bob-tailed day train, the six-car streamliner filled the bill perfectly. Hackworth frequently visited the shops as work progressed and took pride in the results of employees' efforts. The price tag for the whole project: about $350,000.

With its stylish engine and snappy blue-and-gray cars, the *City of Memphis* caught the public's eye for a short time. But comfort and speed could not overcome the dual forces of auto travel and rising operating costs. Before long, the *City* would lose its attractive dining car, then the observation car; by 1955 it was coach-only and had lost its name. Although the service survived past the August 1957 merger of NC&StL into parent Louisville & Nashville, the run would be discontinued by 1958, barely 11 years after its birth as the *City of Memphis*. By its end, the accommodation had shrunk to a lone GP7 (albeit painted in "the NC's" passenger blue and gray), the RPO, and a single coach. Even in its latter days, the little train was still pretty fast, carded for a 5-hour, 5-minute morning run to Nashville, and, after a 55-minute layover in the capital, a 5-hour, 35-minute return trip.

L. O. MERRILL



Today all but one *City of Memphis* car survives. The observation car and RPO are at the Tennessee Valley Railroad Museum in Chattanooga. One coach recently became a focal point of a historic preservation project in Lynnville, Tenn., where it has been converted into a museum and exhibit car. The coach has been repainted dark green and relettered in NC&StL's 1930's style. One car rests in Mount Pleasant, Tenn., a survivor of an L&N wrecker train. Another car is in regular use in Dillsboro, N.C., on the Great Smoky Mountains Railway.

The *City of Memphis* doesn't burnish the rails out of Nashville anymore, but at least some of it survives after 40 years. And that would be satisfying for Werter S. Hackworth, who once said, "I don't know of a more beautiful sight or sound than that train going by!" ■

GEORGE RIEVES works in the home construction and repair business and lives in Columbia, Tenn.

The *City*'s observation car (opposite page) sported a snappy painted tailsign. Views of the handsomely appointed interior include (clockwise from left) a traditionally designed dining section in the dining-tavern car, a curved bar with Art Deco touches at the other end of the same car, and a comfortable observation lounge with parlor seating.

THREE PHOTOS: NC&STL

Western Railway of Alabama 4-6-2 No. 190, on Atlanta-Montgomery (Ala.) train 35, takes a drink at Opelika, Ala., in September 1952. The Pacific is standing across the Birmingham-Albany (Ga.) main line of the Central of Georgia, which also used the Opelika depot. A twin to Atlanta & West Point 290 (which survives today at Duluth, Ga.), the 1926 Lima once handled top trains like the ***Crescent Limited****, but finished her days on West Point Route locals. Photo by Robert H. Milner.*

Gallery

Photo Classics

WILLIAM D. MIDDLETON

Chicago South Shore & South Bend locomotives 701 and 703 make up a westbound freight at Michigan City, Ind., in July 1963. Built by Alco-GE in 1930-31 for the New York Central's third-rail lines in the New York area, the C-C box-cab electrics came to the South Shore in the mid-1950's. Rebuilt with pantographs and modernized carbodies, seven of the migrants worked South Shore freights alongside a trio of GE "Little Joe" motors.

WILLIAM J. PONTIN

Two Great Northern 1-C+C-1 electrics lead an eastbound freight through Tunnel 13 near Chumstick, Wash. The cone-shaped visor on the headlight—a wartime precaution against enemy night attacks—dates the scene to the early 1940's. When GN's 73-mile electrification, completed in 1929, succumbed to diesels in 1956, the GE box-cabs moved east to work on the Pennsylvania Railroad.

After a 6-minute stop for passengers and a change of change motive power, a Pittsfield (Mass.)-New York train moves out of Danbury, Conn., behind New Haven 1-C-1+1-C-1 electric 0322. The unit is 1 of 27 built by Baldwin-Westinghouse between 1919 and 1927. Later in this run, it will join NH's Shore Line main at South Norwalk, then switch from A.C. catenary to D.C. third rail at Woodlawn, N.Y., for the last lap into Grand Central Terminal.

M. ARENDT

Photo Classics

Running beside its namesake river on its 9-hour 40-minute, 478-mile daytime run between Omaha and St. Louis, Missouri Pacific's *Missouri River Eagle* is seen just north of Leavenworth, Kans., at 11:40 a.m. on July 25, 1958. Heading the trim streamliner's baggage car, coaches, diner-lounge, and parlor car is long-nosed Alco PA diesel 8008. Until the early 1960's, PA's outnumbered EMD E units on the MoPac.

A Milwaukee Road F6-class 4-6-4 dashes through the south side of Milwaukee with a train bound for Chicago in the late 1940's. The Hudson is running fast but still accelerating as it climbs away from the Kinnickinnic River drawbridge, less than a mile behind. The top trains on this 85-mile route–the famed *Hiawathas*–covered the distance in 75 minutes, but lesser trains managed 90, 85, and even 80 minutes.

ELWOOD J. PEIGHT

4927
PLE
3530

THREE PHOTOS, J. DAVID INGLES

Wabash's "west local" from Decatur, Ill., to Hannibal, Mo., with Train Master 554 and GP7 475 in charge, is slowing to do some work in Jacksonville, Ill., on July 9, 1962, and the crew is ready to hail the operator in JA tower, guarding diamond crossings of Gulf, Mobile & Ohio and Burlington Route.

Chesapeake & Ohio's train 12, one of the *Pere Marquette* fleet named for the predecessor line, is 1 hour, 20 minutes into its 3-hour Grand Rapids-Detroit tourney at 5:05 p.m. in June 1961 as E8 4027 slows for the station in the Michigan capital of Lansing. The depot survives as a restaurant.

All is quiet in Chicago & North Western's former Minneapolis & St. Louis diesel shop in Marshalltown, Iowa, on the evening of January 25, 1965, but outside a snowstorm is brewing. Alco RS1 230, with its distinctive bell, is of M&StL ancestry; F7 4074C is a Chicago commuter-service refugee.

A boy and the GM&O

J. DAVID INGLES COLLECTION

Was I the railroad's last apprentice agent?

By Michael L. Gillespie

THERE WAS A TIME, not long ago, when agent-operators worked in every town that had a depot and a siding. As far as most townsfolk were concerned, the agent *was* the railroad. Every boy who fancied himself a future railroad man sooner or later would prey upon the local agent for advice and preliminary instruction. I was one of those boys, in my hometown of Independence, Mo. It was mid-1966, my 16th summer, and I'd decided to become a railroader.

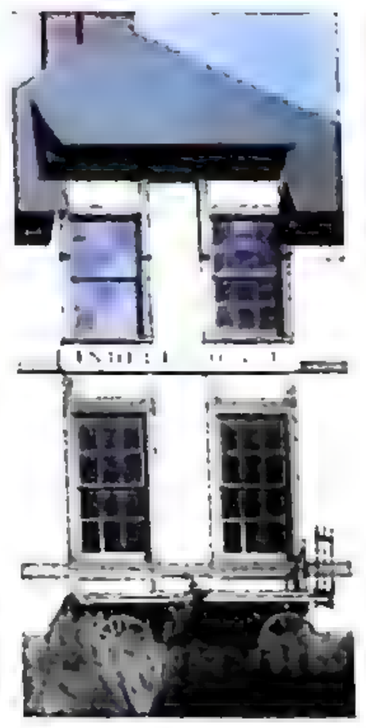
Much to my good fortune, the Gulf, Mobile & Ohio served Independence on its line that stretched 250 miles from Roodhouse, Ill., west of Springfield, to Kansas City, Mo. The GM&O was well known for not overspending its money. With its 19th-century depots, a winding and hilly right-of-way, and first-generation diesel locomotives, GM&O's entire Western Division seemed like a very long branch line. Except for the diesels, nothing of consequence seemed to have changed in 80 years. It was the best possible circumstance for a boy to learn about the iron road.

My plan for an education in railroading seemed simple enough. I would enter the depot on some small pretext, engage the agent in friendly discourse, turn the conversation to railroading, and make myself a fixture at the station. It never occurred to me that the agent might not want me there, or might be too busy to answer my questions. A passionate interest in railroading, I believed, would open any depot door.

School had been out for two weeks when I rode my bicycle to the station. The paint on the two-story wooden building (common to many small-town depots, the building's upper floor once housed the agent and his family) looked as thick as cardboard, and it curled up like worn paper. Jesse James had robbed two trains near this same depot, which was built in 1879, and it looked as if the site had seen little maintenance since. A number of people in town thought the old barn was abandoned, but I knew better.

I parked my bike in the shade of the eaves and walked to the streetside door. No faith could budge it—the door was nailed shut. I wandered around to trackside and entered through an open freight-room door. The room was less than inviting—a few crates stacked in a corner and a large scale rusting near a boarded-over window. On one wall I saw an old crank phone. It hung near an inner doorway, which apparently led to the agent's office. I could hear the slapping of a typewriter in there.

This was it. I swallowed hard and moved to the inner door. In contrast to the freight room, the agent's office was bright and breezy. The furnishings were meager—a couple of desks, a table, and a half dozen wooden chairs, nothing newer than World War I. A man in a crew cut and plaid shirt sat at one of the desks, pounding away on a vintage typewriter. He did not notice me. I tapped on the doorsill.



The man looked up from his work, a little surprised, I thought, to see me. He was maybe 25 years old and wore gray-framed GI glasses.

"Can I help you?" he asked.

"Well, I . . . I'd like to . . . uh . . ." This was going to be tougher than I thought. How could I tell him that I planned to spend my summer here? My eyes raced across the room.

"May I use your phone, sir?" I blurted out. "I'm supposed to go to the grocery store for my mom, but I forgot what she wanted."

"Sure, right over there." He nodded toward a desk phone and turned back to his work.

I dialed my number, well knowing that my mother was not home. As I listened to the ringing, I scanned the room more carefully.

The place was pure railroad, just as I imagined it would look: high wooden ceiling, green walls, plank floor with all the varnish worn off, and a bay window trackside. On the operator's desk by the window were a telegraph key and sounder (with a tobacco can wedged in for amplification), a candlestick phone mounted on an extension arm, and a headset. There were two large levers above the windows which apparently operated the order-board semaphores outside. Elsewhere around the room, rows of clipboards covered the walls between clusters of pigeonhole shelves. The middle of the room was occupied by a platform rocking chair. Judging by its threadbare appearance, I guessed it was regularly used.

The room felt cool and comfortable—and quiet, as if modern-day noise could not penetrate the old walls. The only new appliance was a rack of radio equipment which stood in a corner.

Here was something I could talk about! During the previous year I had obtained an amateur radio license. If I could talk to this fellow about radios, and show him I had some knowledge of the subject, then maybe he would let me stay. I hung up the phone.

"Nobody home?" he inquired as he rubber-stamped some papers.

"Naw. I guess I won't be able to go to the store just yet."

"I suppose not," the agent said, turning to an old calculating machine.

I waited for him to finish his math. "Uh, sir, what's all that radio stuff for?" The agent then stopped his work and leaned back in his chair. "The trains have two-way radios," he replied. "They can talk to other trains, or to the dispatcher."

I walked over to take a closer look. The rack held five or six components. "What do they talk about?" I asked.

"Oh, sometimes they'll run down a list of cars they're going to set out, or report their location. Or they'll ask the dispatcher where another train is. Things like that."

I noticed there was no microphone or speaker on the rack. "Can't you talk to them, or hear them?"

"No," he said. "This just relays the signal and strengthens it."

I then proceeded to tell him that I knew something about radios myself. I told him about my license, and the

GM&O's signature F units are in charge, and the engineer of train 92 has just picked up his orders at KCT's Tower 9, Rock Creek Junction, in April 1965. Ahead 4 miles: the depot at Independence.

JOHN S. INGLES

Train 10 calls at Independence in August 1959, eight months before its demise. The 362-mile Kansas City-Bloomington (Ill.) trains were the longest surviving U.S. motor-car runs. The sign facing the track proclaims the town as home to President Harry S. Truman. A generation later, in May 1990, the depot was derelict, but it would be saved.

STEVE GUNLOCK; FROM MICHAEL L. GILLESPIE

requirement that all amateur operators must know Morse Code. Naturally, I asked him about the telegraph in the depot. He demonstrated it for me, and we talked about the differences between the continental code that he used and the international radio code that I knew.

I left after about an hour—no point in overstaying my welcome, I thought. During that time I learned the agent's name was Charlie and that there was more to his job than I had realized. Before I left, I told Charlie that I would like to visit again. He allowed that it would be all right, probably thinking that I meant to come by once or twice during the summer. I had something more immediate in mind.

THE NEXT MORNING, I arrived at the depot at 8:30, prepared to make a day of it. I walked in, greeted Charlie, and took a seat. "I was wondering if I could stay and watch some trains today?" I announced cheerfully.

Charlie was slow to respond. He stared at me rather deliberately. After an uncomfortable silence, he coolly replied, "There aren't that many trains here during the day."

I squirmed in my chair. This was not the friendly acquiescence I had expected. I glanced toward the radio rack, wishing I could resume yesterday's conversation. With a sigh I decided to state my purpose.

"Charlie, I . . . I just want to see what you do here. I like trains and I want to learn all about them." I paused, but not so long as to let him speak. "If you let me stay, I promise to keep out of your way. I'll even sweep the floor, or take out the trash if you want." It was the best offer I could make him, and now I fully expected to be booted out.

Charlie turned sideways in his chair and propped his foot on an open desk drawer. "So you like those trains, huh?"

"Yes, sir," I answered, meek as a pup.

"How come?"

"I don't know. They're special, somehow."

"Where do you live?" he asked.

I told him. My home was two miles away, near the track.

Charlie stuck a pencil behind his ear. "Well, why don't you watch the trains near your home?"

"I do," I explained. "But I don't know when they're coming, or where they go, or how they operate. It's not much fun just standing around a track all day waiting for a train to come by."

Charlie asked me about school—which one I attended and what grade I was in—and he asked me if my parents knew I was coming to the depot. He added, parenthetically, that a boy my age should have something more interesting to do than watch trains.

Then he was quiet for a time as he seemed to muse over some private thought. At last he said, "I don't mind if you stay, but not when I'm busy . . . and there'll be days when it's best if you don't come at all!"

GM&O's Western Division: a survivor

THE THINLY TRAFFICKED Kansas City line of the GM&O, on which author Mike Gillespie grew up, is, if nothing else, a survivor. First, it was the extension of the Louisiana & Missouri, which built from the Mississippi River at Louisiana, Mo., to Mexico, Mo., and a connection with the Hannibal & St. Joseph, a predecessor of the Burlington Route. The Chicago & Alton, which connected Chicago and St. Louis, leased the L&M in 1870, completed a bridge at Louisiana in 1873, and created the Kansas City, St. Louis & Chicago in 1877 to build from Kansas City east to Mexico.

The target was interchange traffic between Chicago and K.C., to and from Union Pacific's Kansas Pacific line and the Atchison, Topeka & Santa Fe, which had built into K.C. from the west in 1873. On June 4, 1879, C&A opened its Missouri River bridge on the line at Glasgow, Mo. It was the first all-steel railroad bridge commissioned, and the second one to be opened. (A construction accident, which inadvertently proved the superiority of steel bridges over those of iron, allowed Chicago & North Western's Mississippi River bridge at Clinton, Iowa, to be finished first.)

C&A became part of the E. H. Harriman system in 1899 to link his UP and Illinois Central, but he was forced to disband the empire, and the C&A wound up in the camp of the Rock Island. It sold the C&A to the Clover Leaf Route (Toledo, St. Louis & Western), later part of the Nickel Plate, but both the C&A and the Clover Leaf were bankrupt by 1912. Meantime, Santa Fe had built on to Chicago, taking much of C&A's Kansas City traffic with it.

The Chicago, Burlington & Quincy, however, had pumped up the line's traffic just a bit with a routing partnership. In 1904 Burlington had completed a cutoff from Old Monroe, Mo., on its St. Louis-Hannibal-West Quincy line along the Mississippi River, to Francis, a point just east of Mexico on the C&A. The route saved Burlington 60 miles on its St. Louis-Kansas City. traffic over the West Quincy routing, and saved C&A 44 miles over its route via Roodhouse. Baltimore & Ohio, seeking a Kansas City extension, took over the C&A in 1932 and renamed it for its universal nickname, Alton Railroad. But facing ostracization by other Eastern carriers for breaching the St. Louis gateway, B&O could never make anything out of the K.C. line, and cast the entire Alton into receivership in 1942. Gulf, Mobile & Ohio, formed in 1938 to effect the merger of parallel southern carriers GM&N and M&O, acquired the Alton in May 1947 to extend its north-south reach. GM&O never really wanted the K.C. line, and offered it to Santa Fe and Burlington, but the Interstate Commerce Commission nixed that. GM&O made the best of things, and its "Western Division" slogged along with a steady but moderate amount of traffic.

Burlington dropped freight on the joint route via Francis in 1937 after a through-traffic disagreement with the Alton, but passenger service kept the west end lively. Among its trains were the *Alton-Burlington Limited*, *Ozark State Zephyr*, *General Pershing Zephyr*, and *Night Hawk*. The latter two lasted until 1948 and 1949, respectively. After the GM&O takeover, through freight resumed as the newcomer permitted the CB&Q crews to run through. This lasted until the Francis-Old Monroe segment was abandoned in the late 1960's.

GM&O's Western Division kept its quiet status quo through the Illinois Central merger of 1972, but ICG was still a north-south railroad at heart, and the line was an early casualty of ICG's mid-1980's spinoff binge, going to Chicago, Missouri & Western on April 28, 1987. After CM&W predictably failed, Santa Fe entered the picture via a new allied entity, Gateway Western, which took over in 1990. When the Burlington Northern Santa Fe merger of 1995 made the route redundant, Kansas City Southern, one of the few independent major roads left, stepped in and acquired Gateway Western in May 1997. Still an east-west appendage to a north-south system, the moderately trafficked line through Independence continues to soldier on.—*J. David Ingles*

One-hundred seventy-six miles east of Independence, two F3's bracketing an F7B rumble west through Vandalia, Mo., on November 15, 1969. White "extra" flags are displayed, but it's just a late version of GM&O's Kansas City-bound No. 97.

"Sure, Charlie," I nodded, "I understand. Promise."

"And since you mentioned it," he added, "this place could use a good sweeping. Broom's in the closet."

And so began my unpaid and very unofficial apprenticeship. My education was a slow, informal process. I poked around in shelves and drawers, staying away from things that seemed important or private. I watched Charlie go through his routine, and I often examined his finished work.

AS A BUDDING RAILFAN, my day centered on the arrival of the trains. It was like the anticipation of a great event. There were three trains during the depot's hours. Eastbound 92 came through around 10 a.m.; westbound 97 (a classic number for a train) rolled by in mid-afternoon; and westbound CB&Q 65—with trackage rights on the GM&O from Mexico, Mo.—usually made it past before 4:30 p.m. The GM&O engine consists never varied: EMD F's, numbered in the 800's, red and maroon with a faded yellow pinstripe, and as dirty as the freight cars they pulled. Occasionally a work train featured an Alco road-switcher. I saw them infrequently; they sported the same color scheme as the F's, but they rattled a lot more.

Everything was new to me, and I was full of questions. The first time I heard the dispatcher issue orders over the wire, I asked Charlie to explain.

"Well," he began, "the trains operate on a schedule, more or less. When everything runs on time, the crews know where to stop and when to wait for opposing trains. But more often things don't go as scheduled. If a train gets 12 hours behind, it's annulled and runs as an extra. And sometimes they run second sections. Either way, the dispatcher issues orders so the trains can meet."

"Where's the dispatcher?" I asked.

"Kansas City. He's got five or six trains moving across the division at any one time."

"Can't he just throw switches and change some signals?"

"Uh-uh," Charlie shook his head. "That's CTC. Don't have that here. Switches are all thrown by hand, and those signals—those semaphores—only tell if the next block or two is occupied."

I was still curious about the train orders. I asked Charlie how often he handled them.

"Not as much as the other stations," he replied. "We're near the end of the division. Most orders here are for eastbound trains." (In 1966, GM&O still had 23 open station agencies from Roodhouse west to Independence.)

When an order finally came for Independence, I copied it right along with Charlie. It started with a call over the dispatcher's line.

"Independence!" I recognized the chief dispatcher's bark over the speaker. Charlie stopped his work and answered.

"Charlie, 19, copy three," returned the chief.

Charlie reached for three blank forms. While he sandwiched carbon paper between the sheets and reeled them into the typewriter, the dispatcher called another agent farther east to copy the same order. When both operators were ready, the chief began:

"Order number 27.

"To C&E number 92, Independence.

"To C&E Extra 880B West, Marshall.

"Number 92, engine 810B, wait at Odessa for Extra 880B West. Extra 880B West left Slater at 8:30 a.m.

"J.J.I., 8:35 a.m."

Both agents read the order back verbatim to make sure there were no errors. I had no idea what it meant until Charlie explained. The number "19" indicated a standard train order—the crew would not have to sign for it. The

J. DAVID INGLES

letters "C&E" stood for "conductor and engineer"—a copy to both crewmen. "J.J.I." was the dispatcher's initials. The lead engine of the extra was 880B. (GM&O numbered its 32 F3A and 4 F7A cab units with both "A" and "B" suffix letters. The 800's were freight engines, the 880's dual-service freight or passenger engines. GM&O's 18 EMD F booster units were numbered in the "B60," "B70," and "B80" series.) Order No. 27 put train 92 in the siding (or "hole") at Odessa, 30 miles east of Independence, to allow the late westbound to finish his run.

The orders went to the moving train by means of an order hoop. The hoop Charlie used was a long pole which split into a "Y," or fork. Charlie tied the orders to a string and attached the string to notches on the fork. The crewmen snatched the loop of string as the train passed. Charlie said they rarely missed, but if they did they would have to come back for the order.

Working up waybills consumed a lot of Charlie's time. A waybill accompanied each loading within his district. They were passed to the conductor in the same manner as the train orders.

I learned about waybills from hands-on experience. One of Charlie's customers was a scrap-metal yard adjacent to the depot, which was good for a gondola load of metal bound for Kansas City once a week. It was a simple on-line billing—look up the rate for the commodity in the tariff book, multiply it times the weight of the shipment, add terminal switching charges in K.C., and fill in the appropriate columns. Once I had proved to Charlie that I could handle that small task, he gave me the job for the summer.

Even my small effort, in time, made a difference, enabling Charlie to take afternoon naps in the platform rocker. I would wake him if a car pulled into the parking lot or if the dispatcher called.

Charlie's occasional naps were well-deserved; he certainly made up for them the rest of the time. The amount of paperwork he handled was astounding to me. Besides orders and waybills, there were transit billings, collections, receipts, and account ledgers—with copies going to the shipper, the consignee, other stations, and GM&O headquarters in Mobile, Ala. Charlie accomplished it all with an aging typewriter and an antique calculating machine.

ON QUIET AFTERNOONS while Charlie worked on his ledgers, I would put on the headsets and listen to conversations between agents on the message line. Outside, the tracks shimmered in the heat and the faint odor of creosote wafted through the office. I liked that smell. I would examine one of the waybills I had typed, thinking that I was really a part of the railroad, not just a kid pretending.

The summer meandered by with its heat and bright, billowing clouds. The sounds of the railroad were familiar to me now—the telegraph clicking; voices on the wire; rails popping in the sunlight. And always there were the trains. They swayed and dipped on uneven track, the F's usually in A-B-B-A sets, the cars throwing up a storm of dust, their couplers bumping, bolsters moaning; and their wheels with flat spots banging against the rail. I had gotten what I came for.

The last week of August arrived all too soon. Back-to-school sales were in full swing, and my railroading summer was almost over. School could never compete with the trains; I was restless. One morning I collected my life savings —some eight dollars—and walked to the Missouri Pacific station on the other side of town (GM&O passenger service on the K.C. line, the long motor-car run to Bloomington, Ill., was six years gone). I bought a round-trip ticket to Sedalia, Mo., on a silver-and-blue MoPac *Eagle*. On the return leg, I rode the dome car and watched the block signals change as we raced past. "The Mop" was big-time railroading compared with the GM&O.

When school started, I was back in the classroom and full of railroad stories, which none of my friends understood. The school was near the tracks, so I made up a daily O.S. sheet to "report" the trains by. Once every month or so, I'd walk to the depot after school. It was out of my way, and I wouldn't arrive until after 4. It was worth it, though, to visit with Charlie again.

I've never forgotten him for allowing me to experience that very special summer. He could've gotten in trouble for having me there. I figured he must have had a dream himself as a boy, so he decided to grant my dream to me. Charlie once remarked that agents used to get their jobs by apprenticing as a boy. Perhaps I was the last apprentice on the GM&O. ■

POSTSCRIPT: In February 1996, the old C&A Independence depot was moved to the city's National Frontier Trails Center through efforts of a local support group.

Five F's are in charge of No. 97 as it crosses the Noix Creek trestle just east of Bowling Green, Mo.

J. DAVID INGLES COLLECTION

By Ed King • Painting by Ted Rose

IN THE EARLY 1960's, Lonnie Allison was the oldest engineer on Norfolk & Western's Kenova District, which stretched 112 miles from Williamson, W.Va., to Portsmouth, Ohio. Allison was the last survivor on the division of the firemen hired in 1919. His lofty perch on the seniority roster entitled him to the best passenger runs on the district. His turn put him on train 25, the westbound *Powhatan Arrow,* out of Williamson at 5:05 p.m. and into Portsmouth at 7:40.

If the schedule sounds rather slow for 112 miles, it was because by this time the *Arrow* had become a maid-of-all-work, handling mail and express and saddled with a number of flag stops. This once-proud train usually had about 12 cars behind two of N&W's red, 78-mph, steam-generator-equipped, 500-series GP9's—good power, but they'd never make one forget the class J 4-8-4's.

The *Arrow*'s last stop before Portsmouth was Ironton, Ohio. There were no more flag stops, either—nothing lay between Ironton and Portsmouth but about 27 miles of some of the best running country on the N&W, much of it parallel to U.S. Route 52.

In steam days, the *Arrow* could count on three-figure speeds in that broad part of the Ohio River valley, particularly if it'd gotten late back in the mountains. The engineer of the *Arrow*'s J would get the highball at Ironton, look over at his fireman and say, "All right, you S.O.B., you ain't no friend of mine now!" He'd latch that grapevine throttle back behind his head, and they'd be off. But by the 1960's, the 78-mph limit was enforced by the diesel's overspeed trip, set to get you at about 80 or 81—if the speedometer was correct. It was still a good place to make time, though.

Lonnie Allison would get 25 out of Ironton on time at 7:03 p.m., peeling that stubby EMD throttle back in Run 8 to let the Geeps have their heads. There was a little climb out of town westbound, so by the time the *Arrow* passed the west end of Ironton's floodwall and got up along U.S. 52, they'd have them rolling about 40 or so.

And on a nice balmy summer evening, ol' Pappy would've had a good dinner and then loaded up Momma in the car with the kids in the back seat, and would be out for an evening drive on 52. Out beyond the floodwall, the kids and Lonnie would catch sight of each other. Being a gregarious sort, Lonnie would exchange friendly waves with the kids.

And the Geeps, singing their song, would wind up—40, 45 . . .

The kids would wave, and ol' Pappy would wave, and Lonnie would lean out of the Geep's open window and grin and wave back, giving a "come-on" sign. And the Geeps, singing their song, would wind up some more—50, 55 . . . The kids would exhort ol' Pappy to stay with the train and wave at Lonnie, who'd lean out, grin and wave, and give that come-on.

And the Geeps, singing their song, would wind up even more—60, 65.

And ol' Pappy would push that old Chevy, staying right with Lonnie, grinning (no doubt over Momma's protests), and the kids would wave and laugh, and Lonnie would laugh and wave back, and give that come-on.

And the Geeps, singing their song, would still wind up—70, 75 . . .

Lonnie would notch down to cruise about 76 or 77, and ol' Pappy would hang right in there, passing traffic, grinning all the while.

Suddenly the Geeps' fourth-notch baritone chant would be drowned out by the strident soprano scream of a siren as a black-and-white Ohio State Patrol car with the red light on top entered the scene to put a stiff 15-over-the-limit kibosh on the kids' and Pappy's fun and give Momma a burr to put under Pappy's saddle for years to come.

Upon arrival at Portsmouth, Lonnie would come up to the dispatcher's office on the second floor of the station with a big grin on his face.

"Get another one, Lonnie?" someone would ask.

"Yeah, boy! Third one this summer!"

"That highway patrol ought to be giving you a cut."

"I'm working on it." ■

Got another one

BY RAIL ACROSS

GREAT SALT LAKE

OVERLAND ROUTE

Southern Pacific

Classic Railroad Advertising PART I

Selling the standard era

In a time of somber green cars and black locomotives, the railroads turned to color advertising

By Michael Zega • Illustrations from the author's collection

DURING THE 1920's, American railroad advertising was transformed. Before this period, the railroads were widely known for their colorful booklets and brochures, but their magazine ads—which reached many millions more—remained steadfastly black-and-white. Then, in a bid to boost long-haul tourism, ads from the Western carriers burst forth in a blaze of color. Back East, the major trunk lines' long-running war for Pullman passengers produced equally noteworthy results. Of course, both episodes were cut short by the stock market crash of October 1929 and subsequent economic depression. Nevertheless, prosperity's heightened competition and expectations made for an entertaining story.

Railroad advertising was a world unto itself, governed by a unique mix of circumstance and function. For as long as they advertised, the railroads focused almost exclusively on passenger service. In the 19th century, this had been because freight traffic was allocated by pools, a practice that made advertising superfluous. But long after the pools had been found to be illegal, the railroads continued agreements not to advertise freight service. For many years, the passenger business turned a profit—often a large one—and advertising generally contributed. Finally, most railroad men embraced the proposition that freight business accrued to the carrier which provided the best passenger service. By the 1950's, this outlook had evolved into John M. Budd's famous "clean window" policy. These assumptions, rooted in the days of monopoly, inspired a heated debate once the rails' primacy began to erode.

Most lines, contended the critics, did not advertise nearly enough, and, when they did, their message showed a lack of imagination for a subject of great dramatic potential. During the 1920's, railroad men responded. Some broadened their message with "corporate" campaigns that addressed public policy issues and touched on freight service. Others introduced vivid, European-style posters. But, by and large, the industry continued its focus on exotic destinations and luxury service.

Railroaders also made distinctive media choices. Foremost was their devotion to the illustrated booklet—a format they had virtually invented back in the 1870's. Even though printing technology had made advertising on a four-color magazine page affordable by 1915, the railroads held fast to the booklets for decades. From 1920 to about 1960, newspapers and magazines dominated the nation's advertising much as television does today. Railroads generally followed that pattern, also adding posters, billboards, calendars, and even radio to their promotional mix.

After a slow start, the '20's roared to life

Advertising by individual railroads had been discontinued in 1918, shortly after the advent of wartime government control through the U.S. Railroad Administration. To believe the press, by 1920 both the public and railroaders were eager for its return. However, only a few roads—notably New York Central, Baltimore & Ohio, and Southern Pacific—re-entered the fray on March 1, the day the rails were returned to private hands. In the decade's first years, labor strife, a sour economy, and plummeting short-haul loadings kept passenger promotion on the back burner. But by 1925, the economy had begun to rip, causing long-haul loadings—particularly in Pullmans—to rebound, and prompting a myriad of advertising campaigns.

With seagulls above, SP Overland Route trains pass on the Great Salt Lake. Created by commercial artist Maurice Logan, this ad was part of the road's "Four Great Routes" campaign of the late 1920's.

THE SATURDAY EVENING POST
The Marvel of "White Coal"
Unseen, unheard, resistless, is the power that speeds "The Olympian" on its trans-mountain flight. Feeding the giant electric locomotives of these thousand-ton steel trains is a torrential energy, sprung from the mountain waterfalls. More than 600 miles of smokeless, jarless, faultless travel, made possible by the marvel of "white coal," is yours when you ride on the Chicago, Milwaukee & St. Paul. Its route across the mountain ranges is the longest electrified railway on earth—spanning the most picturesque section of the most progressive railroad in the world.
MILWAUKEE

New York Central and Santa Fe, the two railroads which, early on, had distinguished themselves in advertising's realm, dominated the decade's output. Both viewed advertising as an investment, made most effective when applied consistently over time. Both followed a second key rule: find an advantage to sell and stick to it. Central began promoting "Graceful Curves and Easy Grades" in 1899; Santa Fe discovered Indians about the same time. During the '20's, both continued their respective themes and dominated extremely competitive markets. Other railroads began to emulate their example.

Always an innovative advertiser, the Milwaukee Road initiated the decade's change to vivid color and graphics. In spring 1923, the carrier introduced a new campaign promoting the advantages of its mountain-climbing electric locomotives. Created by the Philadelphia firm of N. W. Ayer, the series sold smoke-free Rocky Mountain vistas and smooth starts. The most dramatic example depicted a black bi-polar electric pulling a string of orange cars diagonally up and across a page. Underneath, a bold copy line, "The Marvel of 'White Coal,'" said it all. *Printers' Ink*, the era's leading advertising journal, termed the campaign "an attention compeller." The Milwaukee Road maintained its focus on electric traction throughout the decade. Its illustrations emphasized bright colors and dynamic bolts of electricity, many drawn by award-winning Western artist Harold Von Schmidt and Philadelphian Herbert Bohnert.

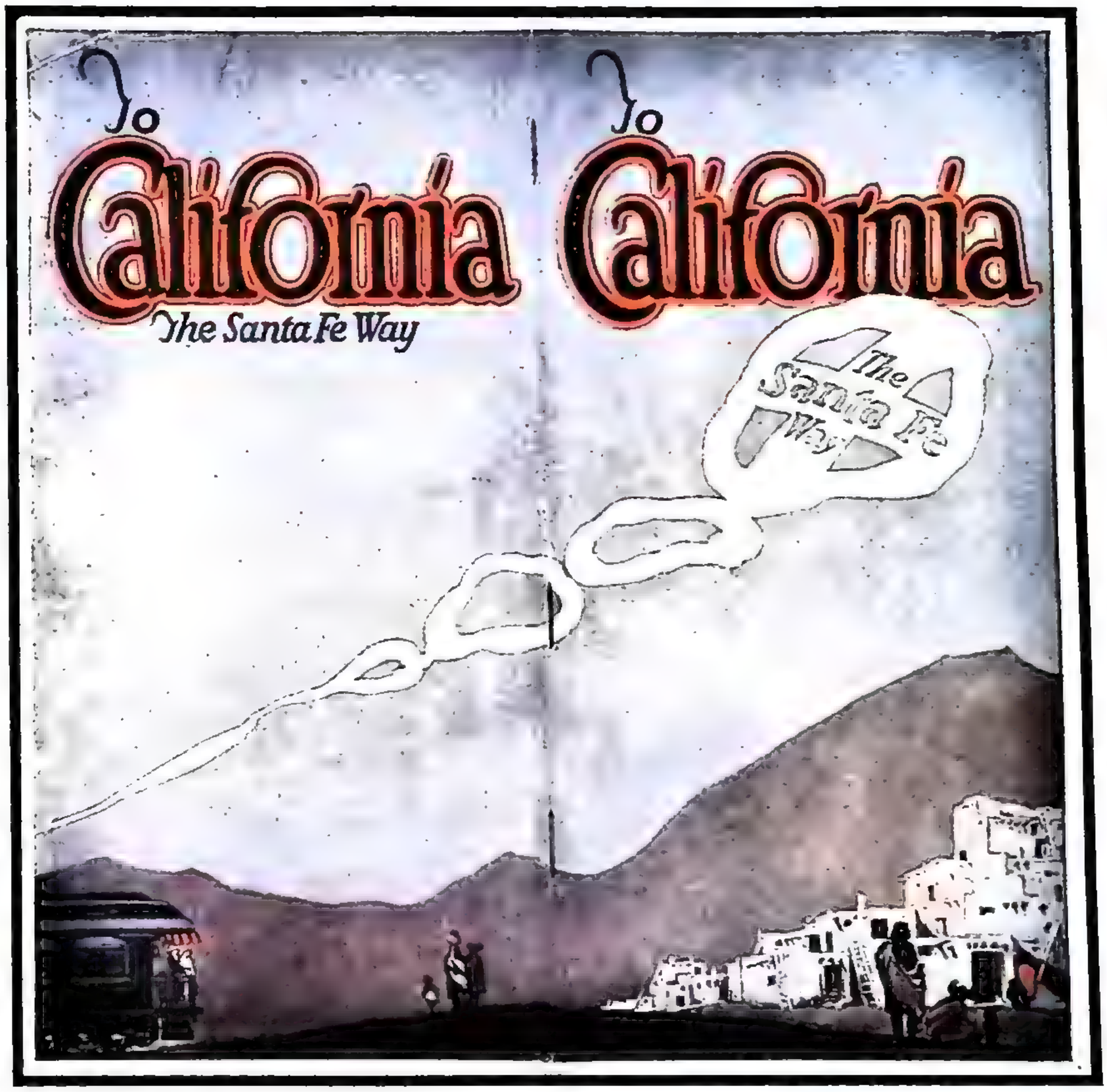
Also in 1923, Southern Pacific commissioned San Francisco commercial artist Maurice Logan to redesign its posters. Before the war, SP had been famous for its striking Western-themed posters and covers on its *Sunset* magazine, especially those created by Maynard Dixon and William H. Bull. SP had also developed a distinctive quarter-sheet size (16x24 inches), which allowed the display of six or eight images on its station billboards. Logan created two particularly striking designs. "California Beaches" set a pretty young woman in a white bathing suit against a deep blue sky; in "Yosemite" [left], a woman rode a burro in front of Half Dome's distinctive mountain profile. Their success inspired a second, better-known series that artist Logan created between 1928 and 1930, in concert with SP's new "Four Great Routes" campaign.

In June 1925, Union Pacific commenced a colorful magazine campaign promoting Zion National Park in Utah. While Zion had been protected since 1918, UP was not quite as aggressive as its southwestern competitors and had only recently opened its El Escalante lodge at nearby Cedar City. Nothing short of four-color printing could do justice to Zion's vibrant canyonlands, announced UP in commissioning Paul Proehl to depict the park's Great White Throne and Bryce Canyon National Park's Wall of Windows. The campaign, dubbed "The Palette

Herbert Bohnert's artwork emphasized the clean hydroelectric power that moved the Milwaukee Road's *Olympian*. SP's simple "Yosemite" ad sold the destination, not the journey. UP jumped into the color fray with promotions featuring Zion and other national parks.

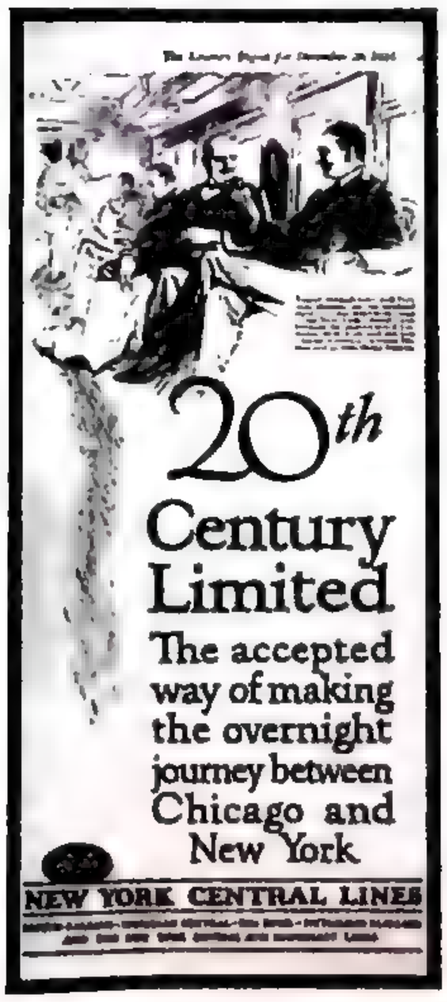
of the Canyons," was expanded in 1928 to include facilities at the Grand Canyon's north rim.

If, in 1925, one were to stop someone on the street to ask about railroad advertising, "Santa Fe" would likely have been the first two words offered. That was because its ad manager, William H. Simpson, emphasized subjects "without too much railroad talk in them." Indeed, his ads rarely depicted trains at all. Instead, he featured images of Pueblo Indians and the Grand Canyon. Quite a few of the railroad's top executives had tried to get him to do otherwise, but Simpson always prevailed. Still, he waited until 1929 to introduce color into AT&SF's magazine campaign. "Why not, this summer?" inquired an April 1929 ad selling Western wanderlust. Pictured was artist E. I. Couse's Indian painting, "The Blanket," which also illustrated that year's famed Santa Fe Indian calendar. Unfortunately the spectacular new effort lasted just two years.



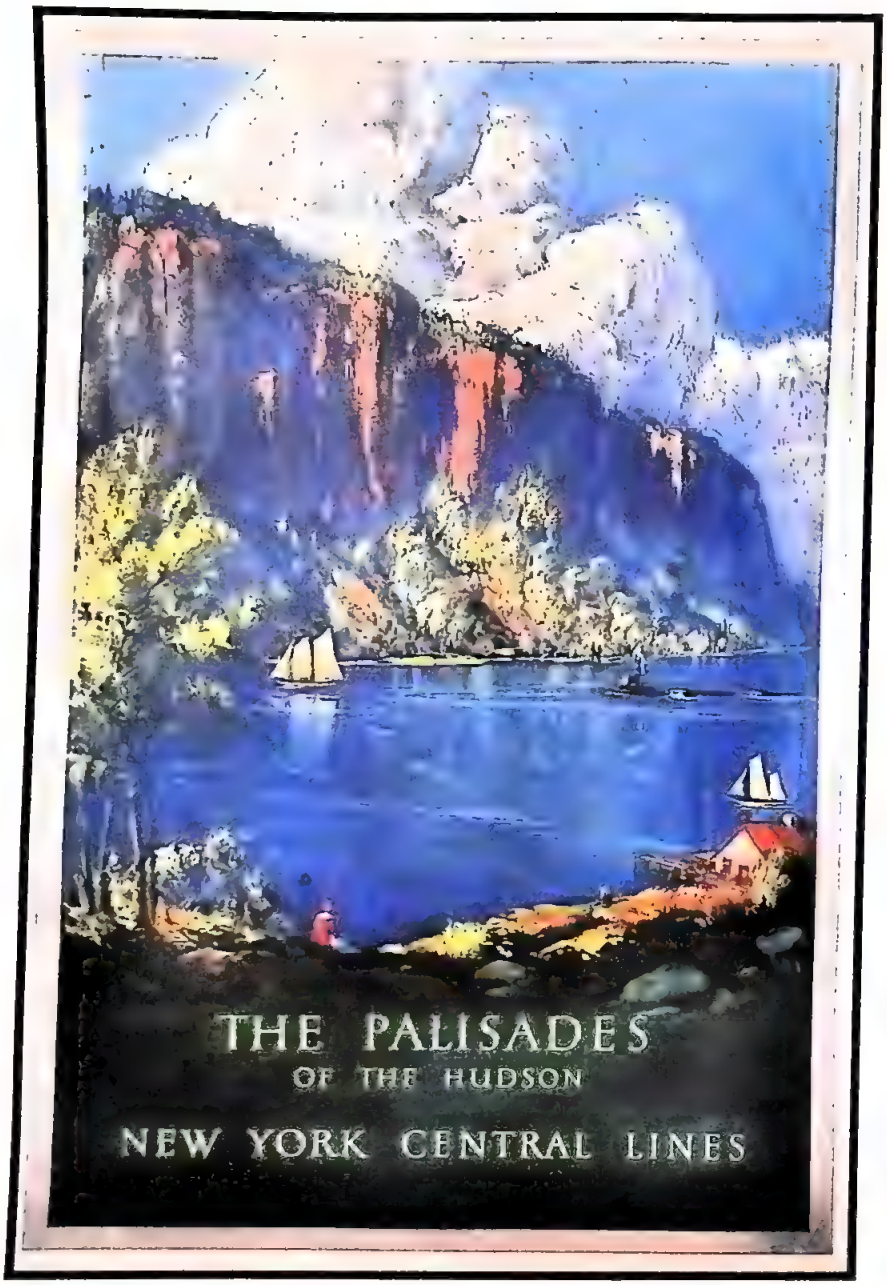
Inspired efforts from Pennsy, Central, and B&O

In the East, the Pennsylvania Railroad, which had not run a national ad since 1917, decided to "standardize" railroad advertising. PRR sought "a novel conception [that] would give an example to every railroad in the country," said Ivy Lee, the public relations pioneer who directed the railroad's 1926 initiative. Instead, ad firm J. Walter Thompson created a fittingly conservative —albeit distinguished—series of portraits of a great railroad at work. Its nighttime scenes of position-light signals displaying "clear" and photos of K4s locomotives panting on the ready track were undeniably vivid. However, they lacked the immediate consumer appeal with which competitor New York Central had built a national reputation. (In confidential memos, Lee let slip that he doubted if Central's *20th Century* campaign even "produced a new dollar for an old one.")


20th
Century
Limited
The accepted way of making the overnight journey between Chicago and New York
NEW YORK CENTRAL LINES

Central, whose marketing genius George H. Daniels had introduced the *20th Century Limited* with but one word—"appropriate"—sold prestige, period. By 1924, the *Century* had graduated from "appropriate" to "The accepted way of making the overnight journey between Chicago and New York." An NYC half-page ad of 1926 paired an extra-fare ticket coupon bearing the magic *20th Century* name with the equally famous copy, "The Water Level Route—you can sleep." In its simplicity, this

Oscar Bryn's artwork on a Santa Fe booklet featured an Indian village on the front cover. E. I. Couse's famous painting, "The Blanket," illustrated a Santa Fe magazine ad of 1929. NYC had a winning attitude, one apparently shared by two confident gentlemen on the *Century* in a 1923 ad.

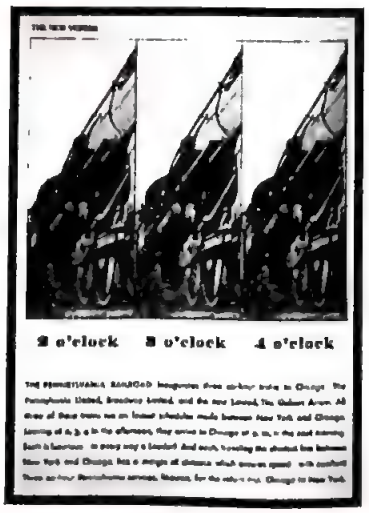


ad summed up a winning attitude.

Like SP, Central also helped reinvent the travel poster during the decade. Central took the European model of depicting beautiful lineside scenes one step further, by including industrial America. Its images ranged from the Statue of Liberty to the giant ore piers at Ashtabula Harbor. One poster even sold California (Central's limiteds originated many interline travelers), picturing the state's distinctive golden hills dotted with clumps of green. *Printers' Ink Monthly* termed "The Palisades" the most "Continental" of the series and reproduced it on its cover.

Not to be outdone, PRR produced a series of dramatic outdoor displays. In 1927, it treated Chicago to a spectacular billboard commemorating the *Broadway Limited*'s 25th birthday. However, to PRR's continuing chagrin, Central's *Century*—often running in several sections—remained the "accepted" way east. In September 1929, PRR belatedly mounted a credible competitive response by introducing a fleet of its own. Copy lines reading "2 o'clock . . . 3 o'clock . . . 4 o'clock," announced three 20-hour trains between New York and Chicago. Overhead, a dramatic photographic montage repeated the image of a charging K4 locomotive three times. Ironically, the first ad appeared barely a week after the Wall Street crash; PRR's innovative campaign lasted for all of nine months. Still, the Art Directors Club of New York took notice—it displayed PRR's "Mighty Monster of the Rails" in its gallery and recognized campaign photographer Charles Ogle for his work.

Baltimore & Ohio waited until last but did it right. *Advertising Age* tagged its campaign "The Public Be Pleased." Confronted with its competitors' superior speed and numbers, B&O turned to the New York ad firm of Batten, Barton, Durstine & Osborne to depict its conviction that more than rails, cars, and stations make a railroad. "On our railroad *you* are right," announced the first ad, putting in print the emphasis on courtesy that always distinguished the carrier. "Many people feel that they personally have discovered the B&O," added another. Images, many rendered by noted illustrator Dan Content, featured personalities—dining-car stewards, locomotive engineers, children. B&O's service-oriented appeal won the prestigious Harvard Advertising Award for most effective institutional campaign. Unfortunately, its effort debuted in spring 1930, although despite the hard times, it survived for nearly two years.



The European look of NYC's "Palisades" artwork attracted notice in the ad community. PRR pushed the *Broadway* on a spectacular Chicago billboard display. A bold image of a K4 helped sell three New York-Chicago trains to *Time* and *New Yorker* readers.

Last gasps before the crash

Spring 1930 also found two railroads, Northern Pacific and New Haven, caught in a race that, thanks to the economic downturn, suddenly seemed the height of folly. Both were set to introduce new all-Pullman limiteds. New Haven was first, inaugurating its *Yankee Clipper* in March. NP's re-equipped *North Coast Limited* debuted in May 1930, now tagged the "Newest Train West." The road commissioned Minneapolis poster specialist Gustav Krollmann to feature the "Companion of Mountains" in typically rugged terrain. Krollmann produced three memorable images which also ran in magazines. The first depicted the *North Coast* charging up Bozeman Pass; another caught it speeding through the verdant Yellowstone River valley. In the last, it raced along beneath Mount Rainier, near Stampede Pass. To believe NP's publicists, the new *North Coast* was also the fastest train in the West. In any event, the deepening economic crisis made it the last of its kind.

Both the railroads' passenger revenues and advertising expenditures fell by half between 1929 and 1932. Transportation journalist Franklin Snow offered a perspective on the rails' stunning decline, comparing the revenue earned in 1929 by two big-name limiteds. Ranked first was the *20th Century*, which had grossed a phenomenal $11,000,000 in carrying 250,000 passengers for the Central—more than Chesapeake & Ohio or Seaboard Air Line took in on passengers in total. More typical was the *Overland Limited* of C&NW-UP-SP, which counted 41,000 passengers that year, or 57 a day, each way. And the *Overland* routinely ran half-empty—only 49.5 percent of its berths were occupied. Even in the best of times, rail passenger service had flourished in relatively few markets; hard times proved devastating.

Color ads, of course, were the first thing to go. By 1932, even Santa Fe and New York Central had virtually given up the ghost. Revenues continued to plummet so rapidly that in July 1932, NYC and PRR agreed to run a joint newspaper campaign to announce the introduction of air conditioning. Their press release bluntly admitted that "the two lines could not afford to do an adequate job singly." Only Santa Fe managed a feeble national advertising effort in 1933 and '34; NYC would not resume national advertising until 1935. ■

MICHAEL ZEGA contributed articles about advertising to Vintage Rails *magazine. A resident of New York City, he is currently researching early advertising of the Santa Fe. His series on railroad advertising will continue in the next issue of* CLASSIC TRAINS.

THE SATURDAY EVENING POST
NORTH COAST LIMITED
COMPANION OF MOUNTAINS
NORTHERN PACIFIC
For more than a thousand miles, the majestic grandeur of Rockies and Cascades accompanies the NORTH COAST LIMITED through the Northwest, the country pioneered, developed and served by the Northern Pacific Railway

B&O's ads, which featured personalities, not speed or frequency. The onset of the Depression made NP's *North Coast Limited* promotions the last great ad campaign for several years.

Station Clocks
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From the publishers of

Classic Trains

Northern Pacific's elusive FT's

THE BEST PART of the railfan hobby is the occasional serendipity that comes along, smacks you in the face, and says, "Surprise!"

One of my favorite diesels has always been the EMD FT. I don't know why, but perhaps it's because, as I was growing up in Southern California, I never saw them, except for one glimpse of a set at Santa Fe's Redondo Junction roundhouse. That brief sighting, sans camera, only whetted my appetite.

Later, just out of my teens and in the military stationed in Oregon, I spent my free time chasing trains. As far as I knew, the FT era was gone. It didn't matter, though, as I happily chronicled F7's, Baldwin yard and road units, and early Alcos of almost every model.

When I had the luxury of a day to myself, I usually went to Portland and enjoyed the railroad wonders of that beautiful city on the Columbia River. One of my regular stops was the Portland Terminal Railway's yard, where I would occasionally find a set of Northern Pacific F7's that had come down on a freight from the Seattle-Tacoma area. Although the model was nothing new to me—Southern Pacific had assigned most of its aging F-unit fleet to this corner of the system—I always made sure to have extra film to capture their classy pine-tree livery.

So imagine my surprise one afternoon as I found not F7's but Northern Pacific 5409ABCD—a four-unit FT set in perfect light.

As I quickly grabbed my camera, half expecting someone or something to spoil the shot, I noticed they still lacked nose m.u. cables. A crease in the pilot and another on the nose below the numberboard showed that time had certainly made its mark.

But it didn't matter. To me they were glorious machines and, as I put my Yashica A twin-lens reflex to work on them, I was very pleased.

As they sat there idling in four-unit harmony, the only thing I could hope to top this was to be able catch FT's

NP FT's stand at Portland in November 1967, but they were nowhere in sight as Chelahis Western FM 492 toted logs near Centralia, Wash., in July '68.

TWO PHOTOS: DAVID LUSTIG

somewhere on the road between Portland and Auburn. For the next few months, every chance I got I haunted the area north of Portland, but to no avail. Lots of action, but no FT's.

Eight months later, needing medical attention the small station I was assigned to couldn't handle, I was sent to an army hospital near Tacoma. Naturally, I brought my camera.

About halfway there, exploring side roads every chance I could, I spotted a northbound NP train. From a distance, it looked like FT's were on the point. The chase was on! I got back on the Interstate and gunned my Mustang north to get ahead of what I knew would culminate in a great action shot. Even if it was a *lousy* action shot, it would be of those elusive FT's.

Getting what I presumed was far enough ahead, but in very unfamiliar territory, I exited the freeway. Knowing the tracks were still west of me, I hung a left at the bottom of the off-ramp and roared onward. I bounced along a dirt road, doing my car's suspension absolutely no good as I attempted to veer around potholes and at the same time keep an eye out for the tracks, hoping to find them before the train passed.

I rounded a slight curve and spotted tracks 200 yards ahead in a clearing. I planted my foot to the floor, then almost as quickly skidded to a stop as I tried to figure out which side I wanted to be on. I got out of the car and ran to look down the track. In the distance, but closing fast, was a headlight. I grabbed the camera, calculated an exposure for the slight overcast, aimed down the track, and focused on the headlight bearing down on me. This was it.

As my eyes were glued to the reversed image in the Yashica, it suddenly struck me that the rail was a bit light for a main line, and there wasn't all that much ballast. Nevertheless, it had to be the FT's, didn't it? I wasn't sure, but what I did know was that the headlight was getting closer.

Looking back down into the finder, I was so intent on getting my action shot of the FT's, only the instant I snapped the shutter did I realize it was not the elderly EMD's, but rather a swift-moving Fairbanks-Morse switcher towing a seemingly endless parade of log cars! I quickly read the name on the flanks of the diesel. What was the Chehalis Western? And did I really photograph an early FM switcher complete with a Loewy-styled overhang popping out of the woods with a log train? Wow!

I ran back to the car but quickly realized the train was traveling too fast for me to try and follow on roads I didn't know. But how neat! And I totally forgot about the FT's! Content with my photo opportunity, I headed back to the highway and Tacoma.

On a subsequent visit to Auburn, I found another set of idling NP FT's, but I never did catch them in action. I never found the Chehalis Western again, either. *—David Lustig*

Night in an outfit car

THE SILVER BUNK CAR marked "D&RGW" rests on the stockyard spur next to Cisco siding, windows open to the night breeze. Inside, the track-gang members lie sleeping on top of their blankets, the blistering heat of the eastern Utah desert sun still lingering in the outfit.

From the west comes the low whine of diesel locomotives in dynamic braking, and a long freight eases downhill and into the siding. The engines make but a low rumble as they roll by in the darkness, a headlight briefly illuminating the cluttered interior of the bunk car. The steel wheels of the freight cars thump over the rail joints, punctuated by an occasional rasp of flange against railhead. Slowing to a crawl, the dirty, work-worn cars creak as they sway over the uneven rails of the siding. With a jangle of draft gear, the cars are slowed, brake rigging clattering as the worn shoes halt the long drag. A momentary silence, and then, with a low-pitched groan, the brakes release and, with air hissing softly, the train waits.

Suddenly, again from the west, the quiet is shattered by the raucous shout of an air horn, blowing for a highway crossing. A passenger train, diesels thundering, slams past the waiting freight and disappears into the night. It's the *Royal Gorge*, hurrying toward its namesake canyon and points east.

A dwarf signal changes from red to amber, followed by two quick blasts

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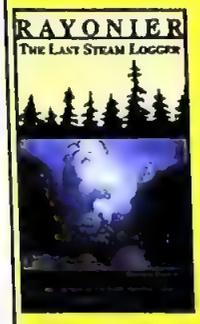
Witness some of the last steamers on the NP around Seattle in the mid-1950's. Enjoy several runs of 4-6-0 #1372 to North Bend over the high trestles and past Snoqualmie Falls. Also 1372 in freight service, and brief appearances by 4-8-4 2626 the TIMKEN engine, #1911, and visit Spokane as a 4-6-6-4 rides the turntable. 16mm film shot by Maynard Laing and Elwin Purington's authentic NP steam audio of these engines has been added. Color and stereo sound with narration. 30 Min. $ 19.95



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from the head end, then, with a rolling, jarring crash, slack runs out and the freight begins to move, following the passenger train down toward the Colorado River. The click of the wheels over the joints becomes a rapid chatter as the engines roar, their exhaust carrying across the rolling wasteland. Soon the caboose, markers glowing in the darkness, rolls by the outfit and through the siding switch onto the main line. Gradually the clamor of the diesels fades, the individual sounds of the train merging into a low rumble as it hurries toward its Denver connections.

Inside the bunk car, the men are still sleeping, accustomed to the sounds of trains passing in the night. A faint, faraway whistle, and the desert is quiet again. —*Michael J. McLaughlin*

Just another last run

SCOTTY MITCHELL, the impish little city editor, yelled out my name across the newsroom of the Norfolk *Virginian-Pilot*. Obviously he had a photo assignment for the new cameraman on his staff. This was his style—bellowing out orders at the top of his voice, just to annoy anyone within earshot!

After all, it was a slow news day and Scotty needed to fill those blank spaces between the ads for the morning edition. He had just read a brief item saying that the Atlantic Coast Line would run its final passenger train between Portsmouth, Va., and Rocky Mount, N.C. I was to go to Portsmouth and take some pictures of the event.

For as long as I could remember, ACL's train 35 departed each evening from my hometown of Portsmouth, across the Elizabeth River from Norfolk. The last run would hardly have been newsworthy to the big-city newspaper had there been a major story that day like a fire, ship launching, or such. By summer 1954, train-offs were becoming commonplace across the nation and few people seemed to care.

I grabbed my Rollei, some flash bulbs, a tripod and drove over to the white-framed, purple-trimmed wooden depot. The station was located on Mount Vernon Street in the Port Norfolk section of Portsmouth. By the time I arrived on this warm May evening, the sun had already set, but the sky retained a rich, warm glow that reflected all around the waiting train.

The three-car consist was waiting by

The conductor lifts tickets on ACL No. 35's last run; earlier, the train and its crew stood at Portsmouth.

TWO PHOTOS: MALLORY HOPE FERRELL

the station. Its crew stood around talking in low tones about better times and what run they would be able to hold down after this trip. They talked of times when there were more trains, more passengers, express, mail—more everything. Those were the days when the motive power would have been a graceful P-5-A Pacific. This final evening found a three-year-old, gray-and-purple GP7 on the point. Geeps like this had helped to replace steam on the Coast Line during the past few years.

As the conductor went down the aisle punching tickets, few of the passengers realized they were riding on the last run and wondered why a newspaper guy was taking pictures. Those who planned on returning to Tidewater would have to use the services of a Carolina Trailways bus or the competing Seaboard Air Line, which still had a varnish run to Portsmouth from North Carolina. It was the same old story: had this many passengers ridden the train in previous years, this might not have been the final run.

Just before the 7:30 departure, I set up my camera for a time exposure in the fading light. Then with two short blasts, the train pulled out. The pictures ran mainly unremarked the next morning—after all, it was just another last run on just another slow news day. The next few years would see many more. *—Mallory Hope Ferrell*

Rookie fireman's friend

IN THE 1940's, a rookie Southern Pacific locomotive fireman was always glad to see on the board that he had drawn duty on a 5000-series 4-10-2. In the years to come, the same fireboy would probably fire all types of engines. He would be accepting engine assignments as they came, without a flicker of apprehension or wonder. That comes with experience.

Until he'd gained a fair crop of whiskers, a tenderfoot fireman knew that a 5000 on the ready track meant he'd been living right. True, he could never foresee the mood of his crosscab partner—some engineers were worse than others. But he was sure that a 5000 would give him time to cuss and grapple with other problems that

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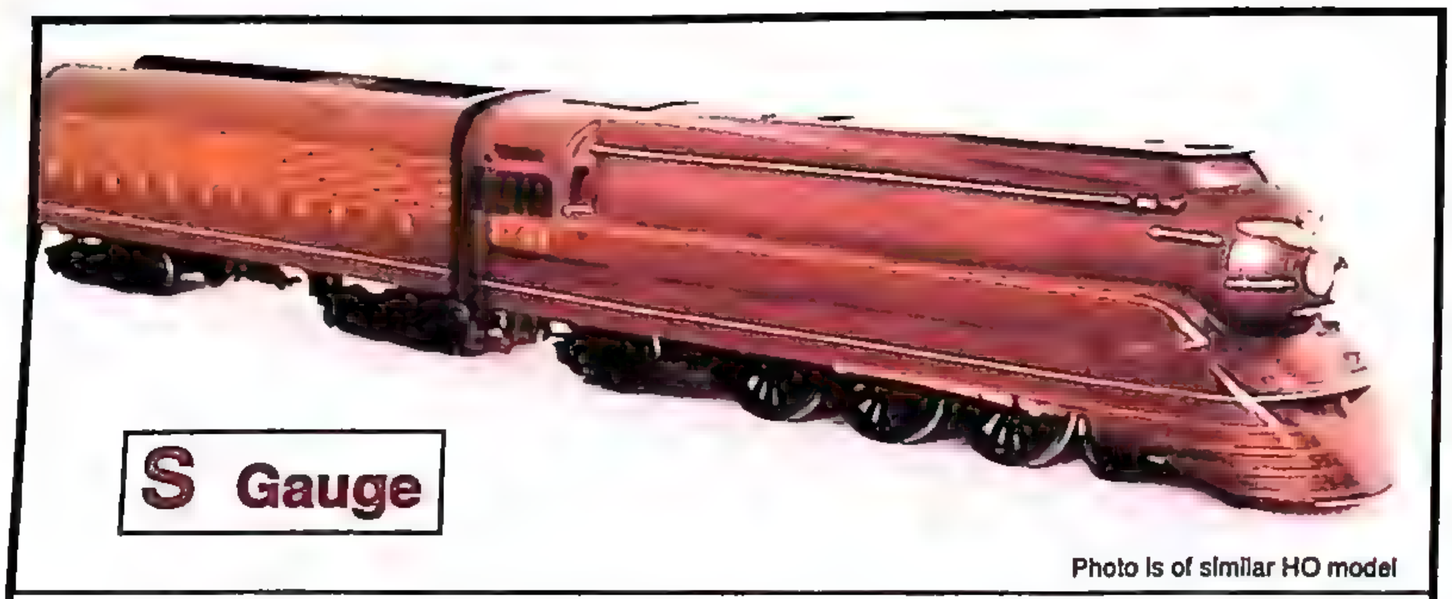

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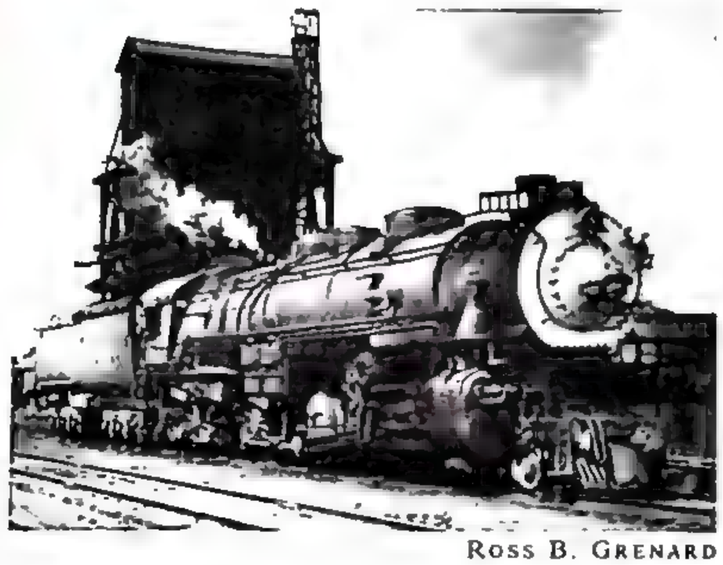

ROSS B. GRENARD

SP 4-10-2 5027 poses at El Paso, Texas, in 1949.

might show up on the road.

It was a long walk out to the pilot and quite a clamber up to the lighted train indicator boxes. If a certain numeral was needed for the boxes, it always turned out to be in the stowage container on the other side of the boiler. But on a 5000 you could be sure that you'd be using the "X." They were freight engines from the day they came off the drawing board. Oh, they did their usual count-on-me job heading a string of varnish, but they seemed to prefer slugging it out on tonnage.

Firemen loved the steaming qualities of the 5000's. "It's like you painted that steam gauge arrow on 225," they'd say. With a clean fire going, the engine seemed to grab for and wrestle every grade. Fireman's panic was rare on the good old 5000's. The injectors picked up with a solid "ka-thunk" and the bell, way out front, usually clanged a distinct "all's well" message. Pulling away from a terminal, lined on each side by idle rolling stock, a 5000 drummed out that three-cylindered beat, a kind of warning cadence to the miles ahead. Working upgrade or drifting, a fat-boilered 5000 was a smoothie.

SP men liked how the 5000's could pull. If an eager-beaver freight department head or trainmaster wanted some extra tonnage out on the line, a sharp 5000 was the clincher. Many conductors took consolation in learning that a 5000 was on the head end. While not an ideal switch engine, the 5000's were the object of less profanity during small-town switching and setting-out operations than any other road engine of comparable size.

All enginemen knew that locomo-

tives were not built for comfort. In their day, the 5000's held their own in providing an austere but decent cab. The seat cushions seemed a little less petrified and the window armrests were wider. And the 5000's provided a smoother ride than many newer engines. Wide open, with cars stretching almost beyond the horizon, the three-cylinder behemoths seemed to roll with the pounding from driver to rail. While never cozy, the 5000 cab provided a good platform for work. Many a hogger, fireman, and head-end brakeman shared mile after mile, wishing there were more 5000's to go around.

In years to come, an SP fireman would learn to respect and revere the cab-forwards, Mountains, and Northerns. But if he was setting up his own call out on the extra board, he'd hand himself a 5000. —*T. B. Thompson*

A father's legacy

MY FATHER AND I were never very close, and as the years passed the relationship tended at times to be strained. He died about 10 years ago and, despite his failings in what might now be called the warm-and-fuzzy category, he did leave me with something for which I will be forever indebted: a love of trains.

Dad did a lot of traveling in his job, and in those days (the late 1940's and early '50's), long-distance travel was generally done by train. I can remember his conversation being laced with *Empire Builder*, *Hiawatha*, *Panama Limited*, and *400*—names which still evoke emotions in my mind never quite matched by "United 235" and the like. This and the fact that I grew up near Chicago made me an excellent candidate for getting hooked on trains. The event that pushed me over the edge was not long in coming.

The Milwaukee Road's Chicago-Twin Cities main line ran a few miles west of my hometown of Waukegan, Ill., and periodically Dad and a friend of his would hike along those tracks in what today would probably be considered "male bonding." Frequently, I would be invited on these sojourns, as much, I suppose, to get me out of my mother's hair as anything else. Train traffic was

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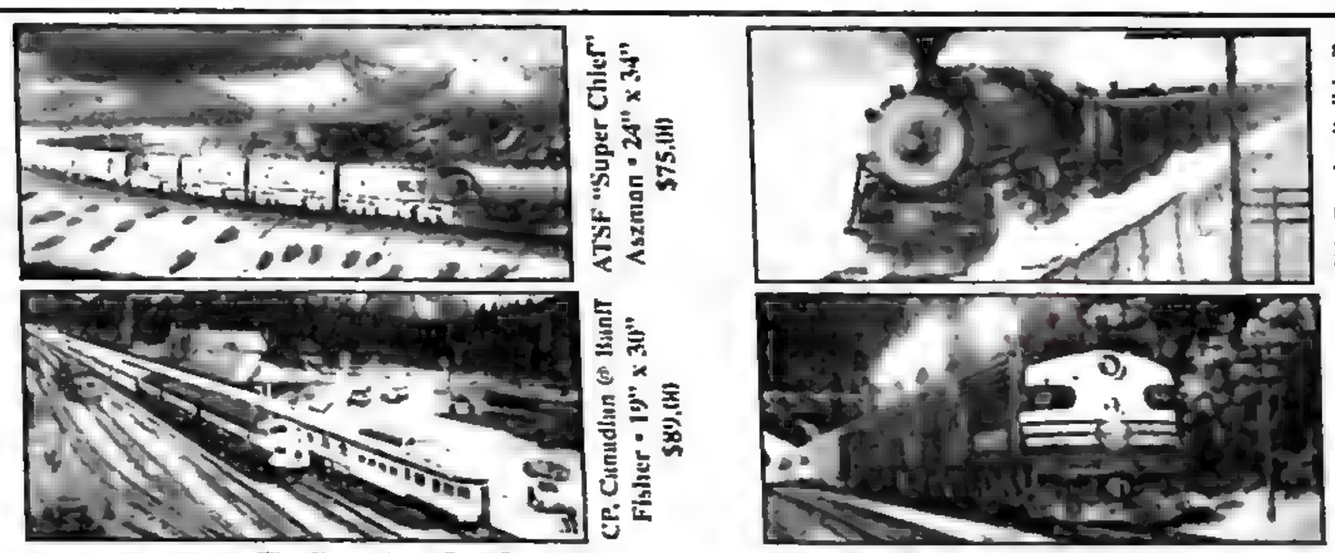
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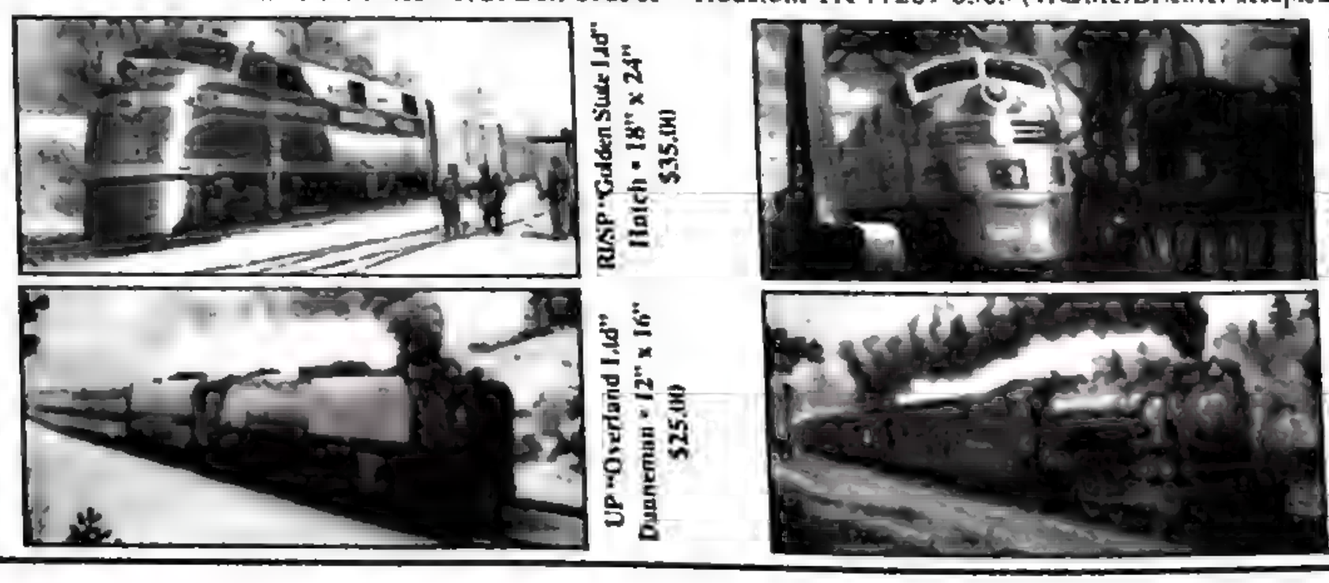
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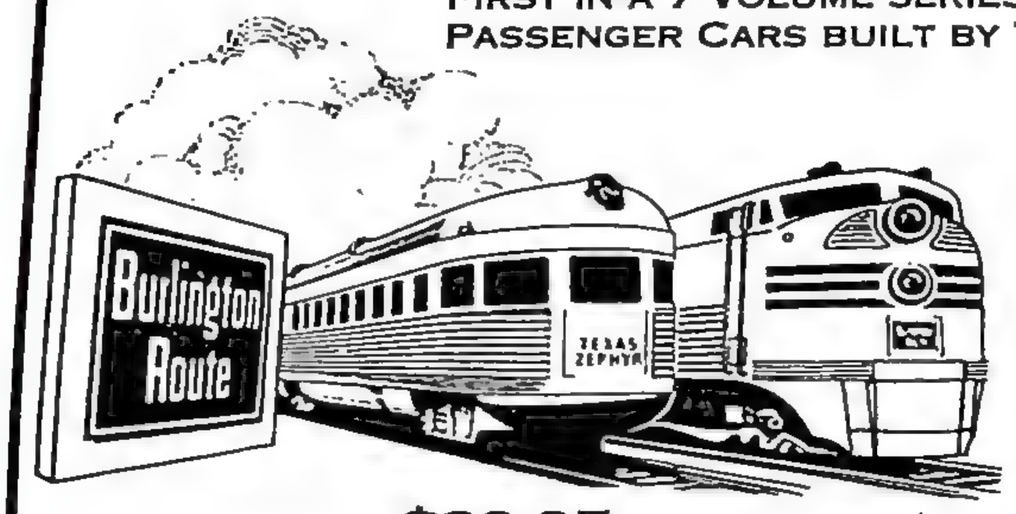

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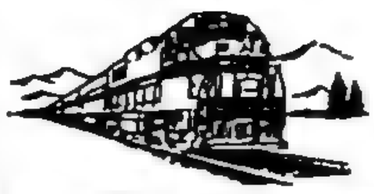

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heavy, and steam power was still in use, although diesels were taking over. I suspect Dad was himself more interested in watching the trains than any male-bonding issues.

Although I can't remember the specific date of my epiphany, I do recall it was a cold and gray fall Sunday afternoon. We were on a stretch of track south of our normal haunt of Wadsworth, where the line took a fairly sharp turn. This meant that we heard the northbound trains long before we saw them. Shortly after we started our trek, I heard a sound in the distance. When my father said, "Bet that's the *Afternoon Hiawatha*," my anticipation heightened. I was not disappointed.

The sound continued and suddenly around the curve came the train, led not by a diesel but by a one of the Milwaukee's great streamlined Hudsons. I have no idea at what speed it was traveling, but to my young eyes it was *fast*. The motion of the drive rods, the wave from the engineer, the plume of smoke from the stack, and the wake of dust are forever embedded in my mind. As the cars raced by and the red markers of the Skytop observation car receded in the distance, I was awestruck. From that day forward my love affair with trains has never waned.

What made that event so special? Perhaps it was just the right combination of things that make an ordinary event a memorable one. Or maybe it was one of those male-bonding things. Probably not, but I have to say "Thanks, Dad!" —*Stephen A. Lake*

That's railroading

IN THE WINTER OF 1943, I was assigned to the firemen's extra board at Des Moines, Iowa, on the Rock Island's Iowa Division. Because of a shortage of firemen I was called for a trip west to Council Bluffs with engineer Earl Beach. We had a good trip west to Council Bluffs.

On the return trip, Earl and I were called for around midnight. It was a bitterly cold night, but our engine, a 2600-class Mikado, was steaming well. At about 2 a.m., as we were pulling up a grade, my injector quit putting water in the boiler. I tried to restart it several

times, but no luck. I told Earl about it, and he said we were no doubt out of water. I tried his injector, but it wouldn't work, either. I asked Earl if he wanted to cut and run for water. He said if we did that we would tie the railroad up for hours, and there were some passenger trains due soon. As we kept chugging up the grade, the water kept getting lower, until finally I could no longer see any in the sight glass.

The head brakeman said to Earl, "Is this s.o.b. gonna blow up?" Earl replied, "Any time it might." He suggested the brakie drop off and get back on at least 35 cars back, saying, "When these babies blow, there's only a hole in the ground left."

The brakie left. Earl asked if I was willing to stick it out, and I said yes. If we reached the top of the hill, we could drift down the other side to a water crane. We tried all three gauge cocks on the boiler but all we got was dry steam. I got the shaker bar ready and told Earl when he said the word I would shake the fire out. When we reached the top, Earl called to me and I shook out all the fire.

As we neared the water crane, I crawled onto the tender and pulled open the hatch. As soon as we stopped, I swung the crane over and started taking water. As the water poured into the tender, Earl jockeyed the engine back and forth slightly, hoping to splash what little water was left in the boiler over the crown sheet. He then put his injector on, another dangerous time.

We had less than 100 lbs of steam left, but Earl was elated—we had made it without blowing up, and the firebox looked OK.

Needing wood to rebuild the fire, I tore down a nearby outhouse and part of a fence. In the meantime, the brakie returned and said he would help Earl with the fire while I cleaned out the ashpan. When I got back in the cab, they had a good fire going and the steam started to build up. After we got enough steam Earl moved the train into a siding. After the passenger trains were gone, we finished our trip.

I shudder now to think how we risked our lives to get our train over the road that trip. But that's railroading, I guess. —*Robert J. Finnegan*

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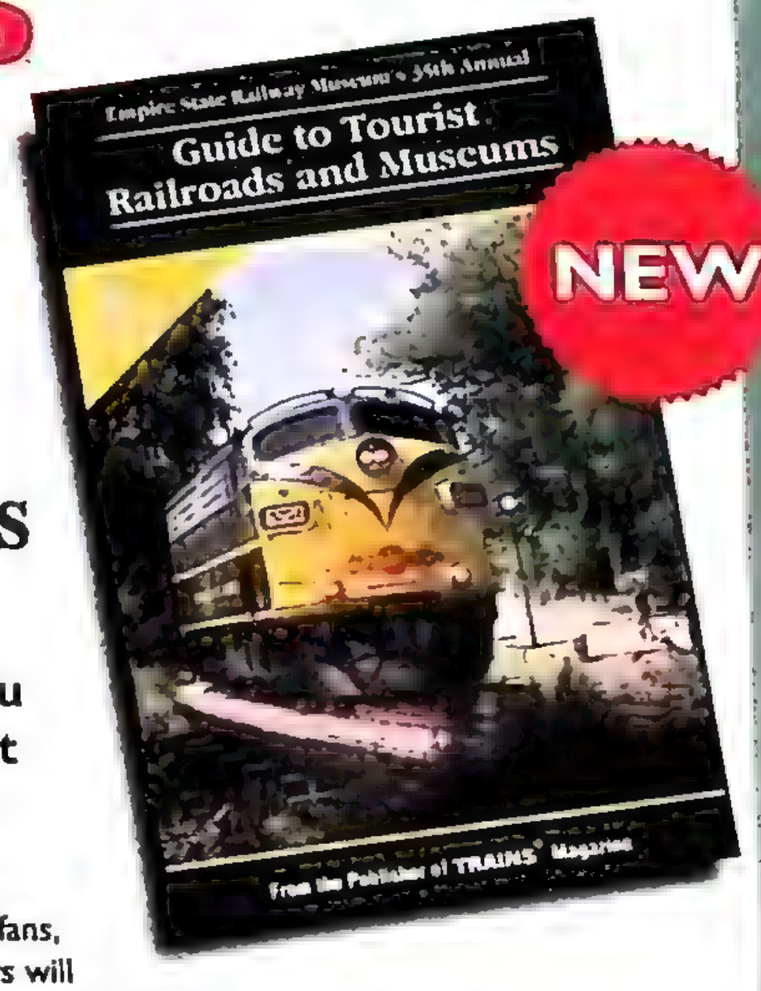
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By Robert S. McGonigal

1945: 'These proceedings are closed'

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Travel Days Are Here Again...
Chicago & Eastern Illinois Railroad

TIMETABLES, HERB DANNEMAN COLLECTION; ABOVE, KENT W. COCHRANE

GOIN' HOME: With V-E Day in May, followed by V-J Day in August, World War II draws to an end. Gen. Douglas MacArthur's simple statement at the conclusion of the Japanese surrender ceremonies—"These proceedings are closed"—might also apply to the railroads, which are weary from the enormous strain of keeping the home front fluid. But as some timetables celebrate victory or look forward to postwar travel, others remind the public that there's one more war job left: bringing the men home. That's just what Western Pacific is doing here, as an eastbound trainload of sailors stops for water somewhere in Nevada.

PASSENGER PLANS: Even before civilian travel restrictions are lifted, railroads look ahead to what they hope will be a prosperous postwar era. Carriers flood carbuilders with orders for everything from six streamlined coaches to be pulled by gas-electric doodlebugs on the Minneapolis & St. Louis to six trainsets for a Chicago-San Francisco run over CB&Q, D&RGW, and WP—the *California Zephyr.*

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  Author Tony Koester examines operations on the old Clover Leaf.
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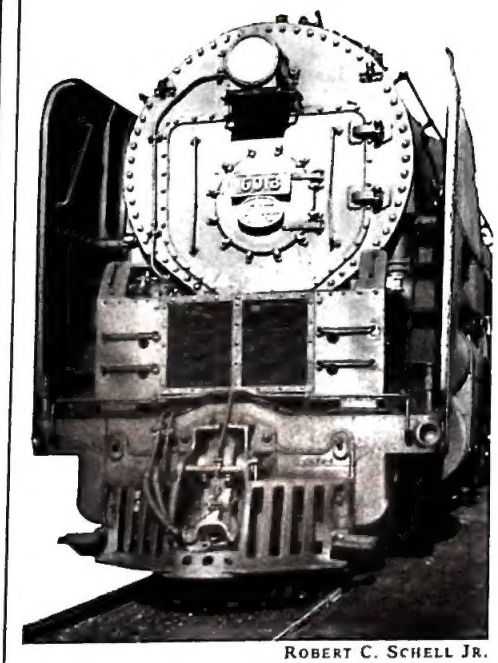
1945

WORKIN' ON THE RAILROAD: Rio Grande opens a second tunnel at Colorado's Tennessee Pass, allowing a double-track passage for the 50 trains a day that use the line. . . . Milwaukee Road and Rock Island begin using the new Harry S. Truman Bridge over the Missouri River in Kansas City. . . . Northern Pacific completes a new, larger tunnel at Bozeman Pass, Mont. . . . Centralized Traffic Control grows like topsy, streamlining operations on single-track lines.

FRISCO

DIXON HILL TAMED: Frisco realigns the worst grade on its St. Louis-Springfield (Mo.) line. The work knocks Dixon Hill down from 2.3 percent to 1.27, and eliminates three complete circles of curvature. Before the new line opened, a pusher on a freight crossed over it on a temporary bridge; smoke in the distance is from the road engine.



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MOTIVE-POWER CHOICES: While reciprocating steam and diesel-electric designs are dominant, some see a bright postwar future for other types of power. Electrified route-mileage has not begun to ebb, and Virginian has ordered twin-unit, 8000 h.p. monsters. PRR's direct-drive steam turbine looks promising, and mammoth steam-turbine-electrics are in the works. There's also talk of gas turbines, even atomic locomotives!

STEAM STARS: Some notable steam designs make news in 1945. Pennsy orders 50 T1 4-4-4-4's; Reading begins rebuilding 2-8-0's into 4-8-4's; Western Maryland No. 6, the largest Shay ever built, is delivered; RF&P gets 10 4-8-4's to replace rented diesels, and Rutland orders four 4-8-2's. Perhaps the best of the lot are NYC's 4-8-4 Niagaras, which turned in some stellar performances.

DIESEL'S DAY AT HAND: Of some 43,600 locomotives in service, only about 2500 are diesels, and 80 percent of them are switchers. But the FT's and E6's out there are looking good, and this year's new F3's and E7's are looking better. Little New York, Susquehanna & Western goes for Alco S2's and RS1's, and claims total dieselization in June. Here, RS1 240 pulls into Butler, N.J., with a Sunday passenger run.

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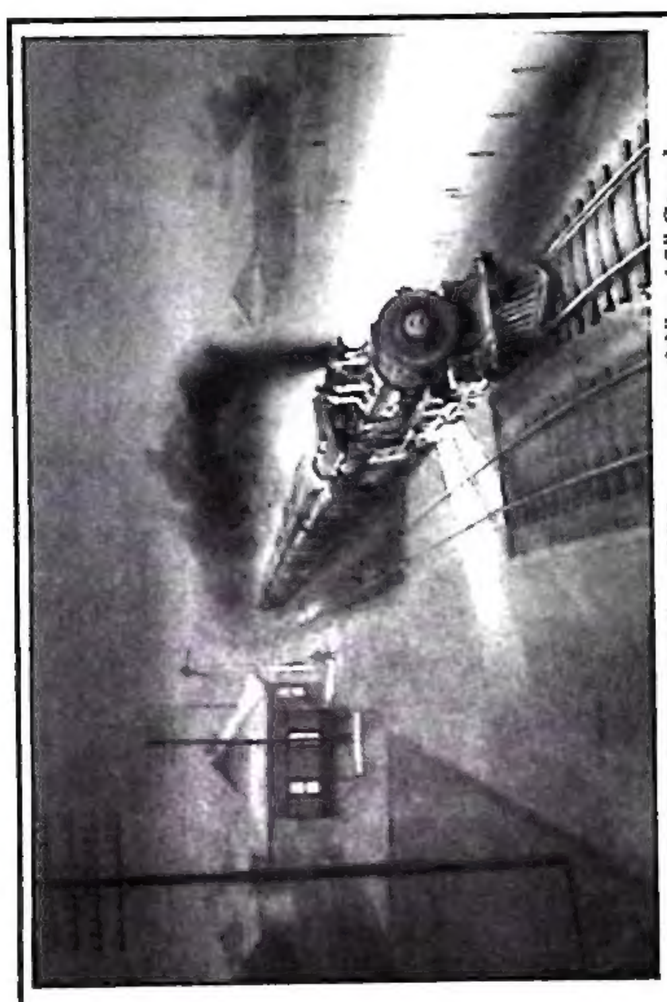
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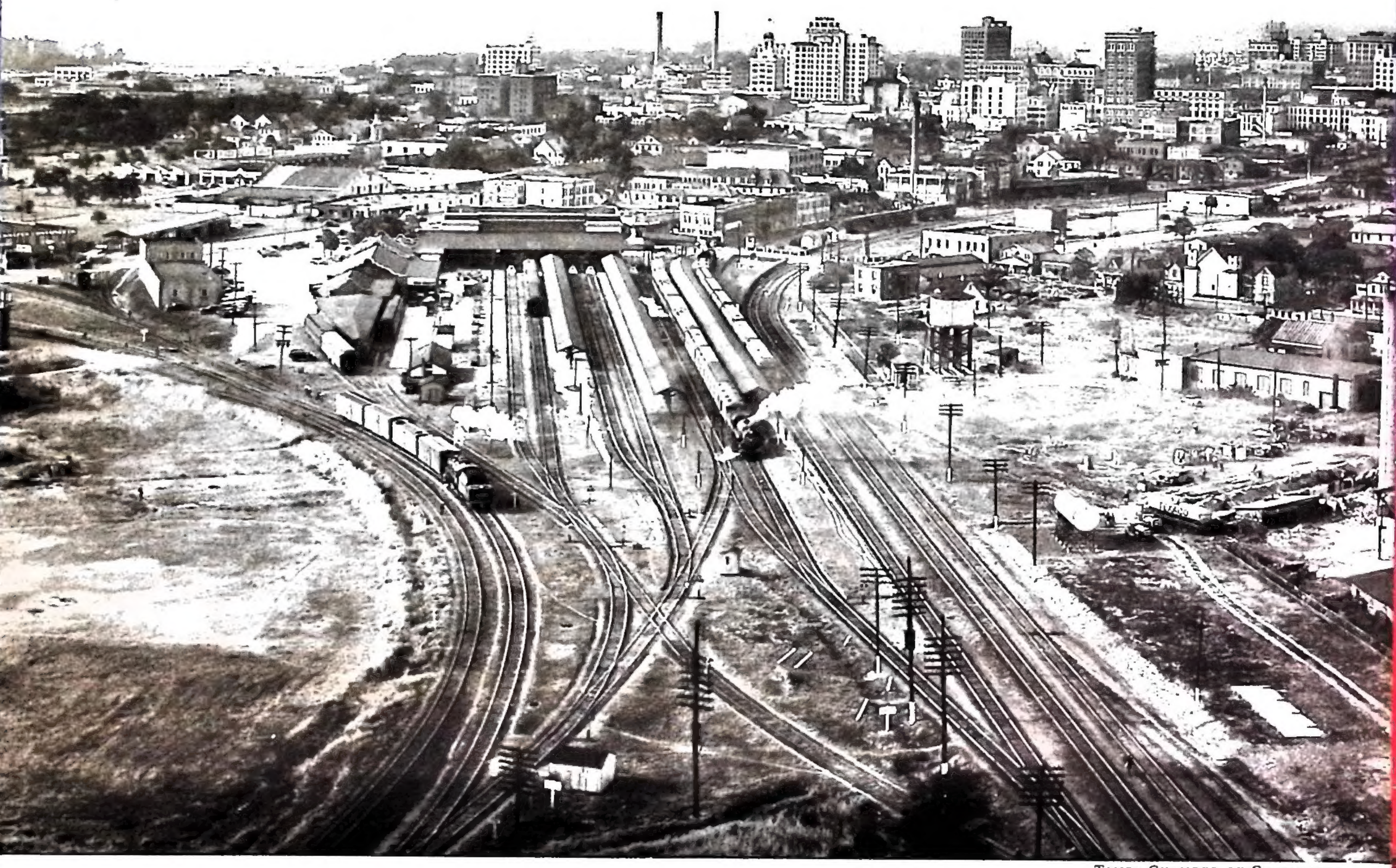


TAMPA CHAMBER OF COMMERCE

Bumping Post

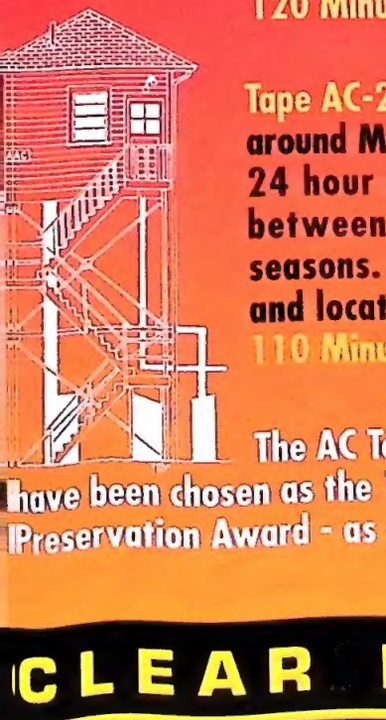
Vest-pocket terminal

WE'RE ON FLORIDA'S WEST COAST, high atop a gas-company storage tank, looking down on Tampa Union Station in the 1930's. Although the compact terminal's five stub-end tracks are quiet, Atlantic Coast Line trains occupy the two through tracks on its west side, while to the east, Seaboard Air Line 0-6-0 1123 jockeys four freight cars. Built in 1912, the station fell on hard times in the 1970's but has since been restored by a local preservation group. ■

For those of YOU who have...

...ENJOYED a day of train watching at Marion, Ohio, these are the videos for you!

MARION AC VOLUMES 1 & 2



Tape AC-1 not only provides a review of Marion's early railroad history, but its recent history as well. Taped during 1990's, it provides a detailed look at Conrail, CSX, and Norfolk Southern operations in the city nicknamed "The Train Watching Capital of Ohio." Also, a 30-minute segment on the re-location of Marion's AC Tower is included.

120 Minutes • Digitally Edited • VHS • $35.00

Tape AC-2 provides even more nonstop action around Marion, edited to represent a typical 24 hour day. AC-2 features footage shot between 1992 and 1999 during all four seasons. On-screen graphics provide train and location information.

110 Minutes • Digitally Edited • VHS • $30.00

The AC Tower relocation project is proud to have been chosen as the 1st recipient of *Trains* Magazine's Preservation Award - as seen in the April 2000 issue of *Trains*.

...WONDERED where all of those coal trains are going? This video will help answer your questions!

GT-5 follows the ex-Detroit & Toledo Shoreline route from Delray Tower in Detroit to Lang Yard in Toledo, including a look at Conrail's Stanley Yard in Toledo, which is also used by the GT. Locations visited include Delray, Ecorse, Wyandotte, Trenton, Monroe, and more! Also an in-depth look at coal handling procedures at Detroit Edison's Monroe Power Plant is featured. This Power Plant, served by the GT and Conrail as well as lakeboats, receives over 9 million tons of coal per year by rail and uses rotary dumpers, conveyors, bulldozers, and "scrapers" to get coal where it's needed. Also, rail grinding and track laying from the ground up.

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